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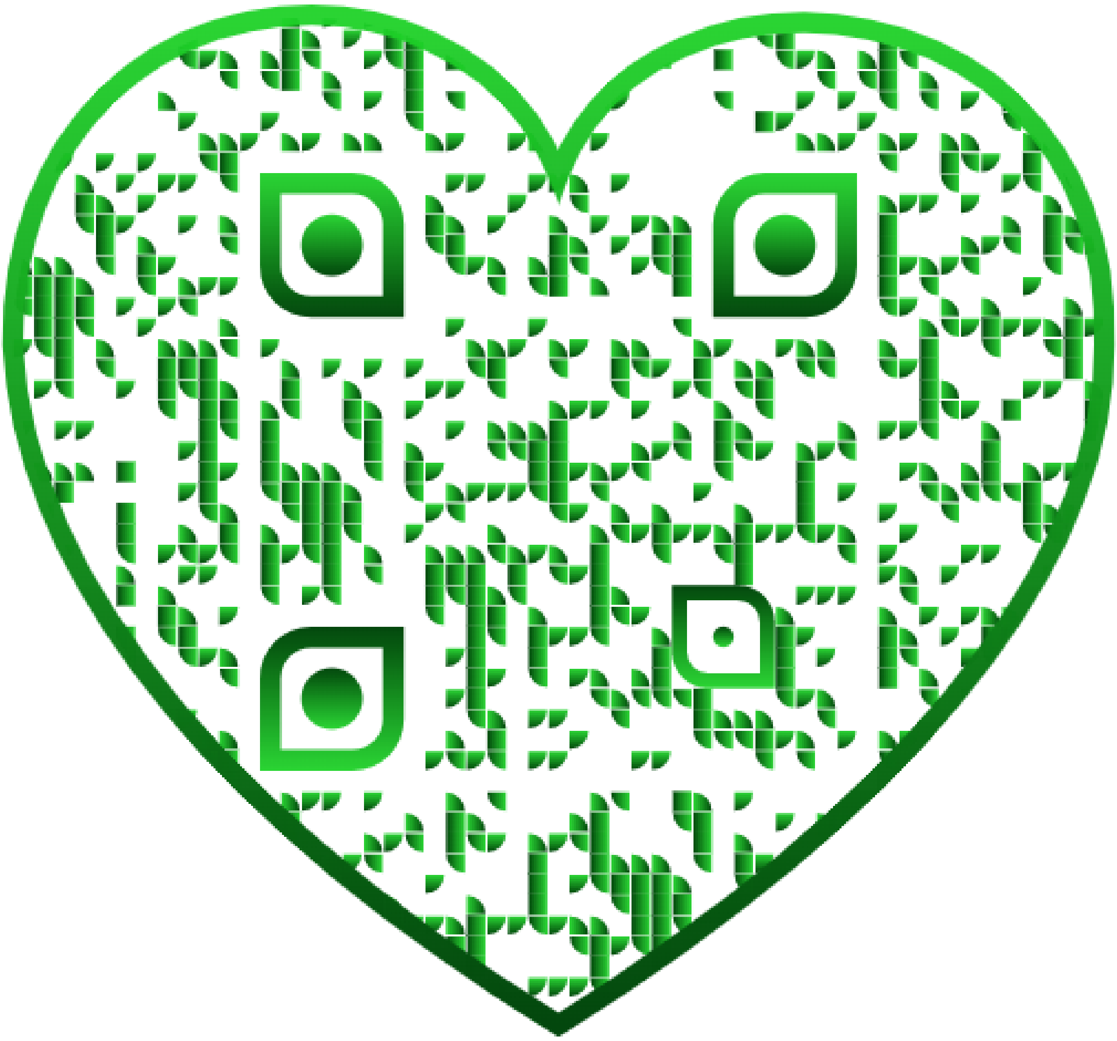

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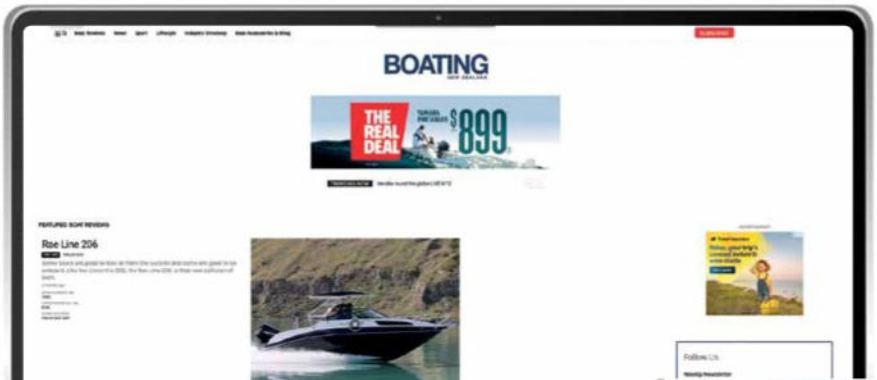

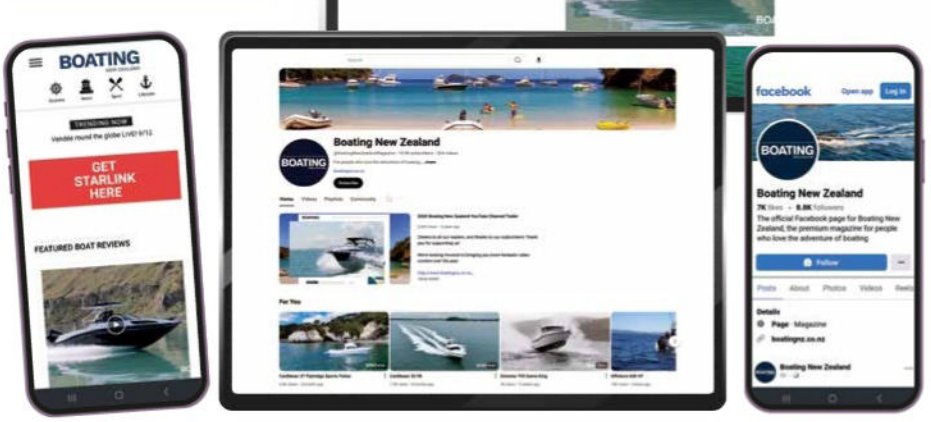

LEFT You can catch *Boating NZ* on a variety of digital platforms this summer.

BELOW Chris Woodhams and Kirsten Thomas.

Summer boating in print and online

Welcome to our holiday issue, packed with boat reviews and summer content. This issue includes a South Island trailer boat odyssey, pre-cruise bio-security precautions, preparing a traditional Christmas ham at sea, and even book suggestions for summer reading, plus all our usual features and columns.

This issue I'd like to introduce our new digital editors, Chris Woodhams and Kirsten Thomas, who bring considerable expertise to managing *Boating New Zealand*'s online and social media presence. The couple's professional backgrounds blend technology, design, and business strategy. Chris's expertise lies in telephony technology, while Kirsten has carved out a career developing user interfaces for computer systems, alongside business analysis and marketing.

After Covid, the couple sought to prioritise family time over the relentless demands of work. This led them to purchasing a 50-foot, four-cabin Jeanneau Sunkiss 47 – Chris's long-running *Boating New Zealand* series chronicling the family's trials, tribulations and triumphs as newly minted cruising yachties will likely be familiar to many readers.

For Chris and Kirsten, what started as a way to spend quality time with their then-young children soon evolved into a dream of exploring the world by sea. However, disaster struck, leaving their beloved yacht flooded and requiring extensive repairs, so they are presently on a journey restoring and once again preparing their boat to meet their goal of overseas exploration.

Today, the couple live aboard their moored yacht in tranquil Whangamata Harbour, navigating life with their three teenagers—Rafe (18), Chris (16), and Neve (15)—and their dog Harry. Life aboard is anything but dull, blending the demands of parenting teenagers with the ongoing work of readying their yacht for international waters. Their story reflects a quintessentially New Zealand spirit of adventure, adaptability, and an enduring commitment to family and dreams, no matter the challenges along the way.

As reflected on the website, Chris and Kirsten share a deep appreciation for Kiwi stories of innovation and ingenuity, and they remain avid news enthusiasts. Since they took over the digital reins, *Boating New Zealand*'s website and social media profile has been transformed. It is now a vibrant, ever-changing information hub featuring dozens of new posts and videos daily. Much of the content is available exclusively online at Boatingnz.co.nz and some of it commissioned especially for the website. And of course, as always, everything appearing in the magazine is also made available online.

So, if you haven't visited Boatingnz.co.nz for a while (or ever!), please take a moment to explore its ever-expanding content library these holidays – a great mix of news, commentary and feature stories, boat reviews, new products, video and more. I guarantee you'll find something to pique your interest. And after that, make sure you return to the website regularly – there's fresh new content every day.

Wishing all our readers a joyous Christmas and a happy and fruitful New Year. Enjoy the January 2025 edition, as well as exploring our reinvigorated website at www.boatingnz.co.nz (or scan the QR code). You can also follow *Boating New Zealand* on facebook, Instagram, LinkedIn and YouTube.

John Eichelsheim
Editor

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024 Elite 16m Mid Pilothouse *Te Whara V*

In another stellar example of a successful collaboration, boatbuilder Lloyd Stevenson and designer Bill Upfold have launched their 21st project. *Te Whara V* – a 16m Elite Mid Pilothouse – which exhibits the pair's trademark synergy. Clever design and exemplary workmanship.

BY **LAWRENCE SCHÄFFLER**

040 Innovison IV7000 Amphib

It seems the demand for amphibious vessels is showing no sign of softening, and with New Zealand manufacturers pioneering amphibious technology, more and more Kiwi boat builders are taking the plunge and adding amphibious options to their range.

BY **JOHN EICHELSHEIM**

058 Kiwi-Kraft 780 WA

Pontoon alloy boats are seriously good sea handling vessels. Their ability to combine a soft riding, deep-vee hull with great stability simply makes the boating experience more comfortable and safer. A recent release from Kiwi-Kraft is this impressive, heavily customised 780 Walk Around.

BY **MAT HEWETSON**

078 Radian 67 Nordarc

Radian Marine is a new name in the New Zealand market, based in the Hawkes Bay. Founder Tom Brien has a degree in Transport Design from Massey University, and prior to starting Radian has gained extensive experience in the boat building industry both in New Zealand and overseas.

BY **NORMAN HOLTZHAUSEN**

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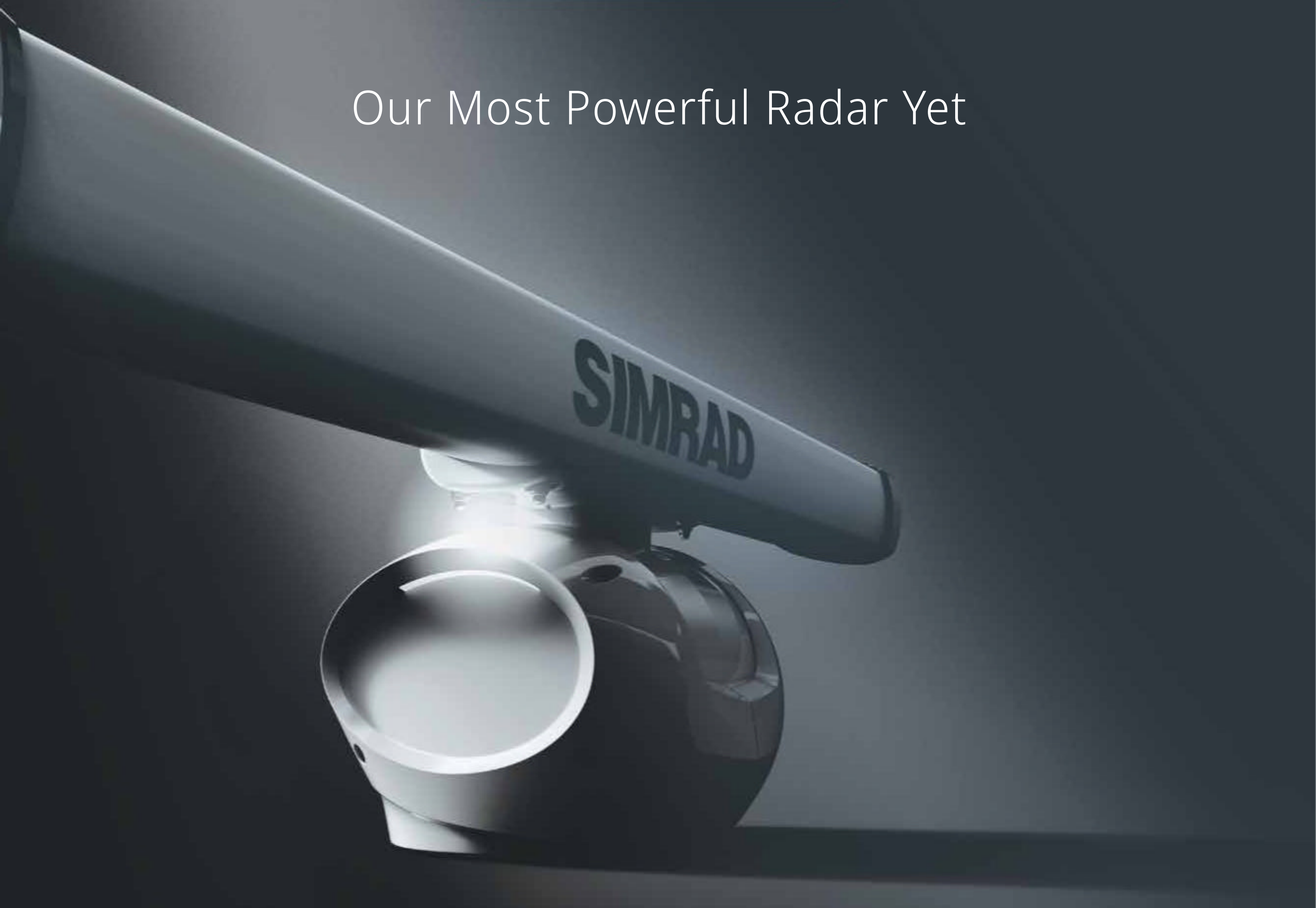

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New Zealand registered pleasure craft departing on offshore voyages have for many decades required a safety inspection. This is still the case, but the mechanism for obtaining one has changed. What you need to know about the new IVC.

BY **ALAN SEXTON**

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A great tasting traditional ham recipe to use this Christmas by R Marine Flagship's Rob Donley.

BY **R MARINE FLAGSHIP**

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Tom Fraser loads up the family SUV and hitches up the Fi-Glass trailer boat for a summer holiday road trip taking in some of the South Island's best holiday boating destinations. **Part one.**

BY **TOM FRASER**

094 **Holiday reading**

Summer reading inspired by our Big Blue Backyard. Regular contributor Alex Stone shares some of his recommendations.

BY **ALEX STONE**

102 **Brest Maritime Festival 2024**

Every four years since the 1990s, Brittany's largest port has played host to a gathering of traditional craft from around the world. Over time it has become the world's largest. This year over 1,000 vessels and 700,000 visitors attended over six days in mid-July.

BY **CHRIS BARKER**

108 **Classic redemption**

While you were shivering in a cold and windy Aotearoa, Sam Harkin and Jen Greengrass were relaxing in a quiet bay on their immaculately restored yacht *Nordic*. They'd earned their rest after years of painstaking work bringing it back to life.

BY **SARAH ELL**

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BOAT WORLD

Boat World News
Review: Elite 16m Mid Pilothouse
Changes to Cat 1 | Riviera Galley Gourmet
Review: Innovision IV7000 Amphib
Southern Road Trip | A brief history of flags
Review: Kiwi-Kraft 780 WA

BOI SAILING WEEK 2025: DIVISIONS FILLING FAST

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ice breaker
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The countdown is on for Bay of Islands Sailing Week 2025, New Zealand's premier multi-boat regatta, scheduled for January 21-24.

As the annual sailing competition approaches, event Chair Ian Clouston emphasises the importance of early registration.

"Knowing the participants for each division well in advance allows us to plan the regatta more effectively. Our entire on-water infrastructure – from race officials to judges and mark layers – is staffed by volunteers. Advance planning is crucial for coordinating personnel, transportation, and accommodation."

All registrations received prior to December 31st will go in the draw to win a Coastal Biscay sailing jacket, thanks to The Chandlery. Late registrations will incur a penalty fee.

Past editions have seen over 100 boats enter and Clouston is hoping this year will be the same.

www.boisailingweek.co.nz

Entries for every division are filling fast and regatta organisers are urging early registration.

Blake Hay with the 80.5cm Extreme Boats Tournament-winning snapper.

FATHER AND SON TEAM NAIL EXTREME BOATS CONTEST

The Bay of Islands father and son duo, Warren and Blake Hay, took out the snapper trifecta at the Extreme Boats Tournament fished out of Whitianga over the last weekend in November.

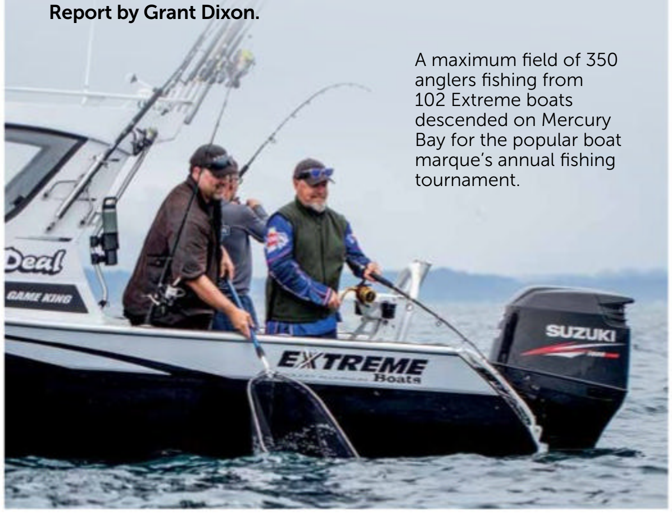
It was Blake who was first past the post, winning the measure-based comp with an 80.5cm snapper caught straylining aboard *Game On*, comfortably ahead of Warren's 75cm entry.

Andrew McDade aboard *AMC* took out the kingfish section with a 112cm entry while the kahawai and trevally overall prizes went to Tania Radonich (60.5cm) and Jenn Thonton (51.5cm) respectively.

The tournament is capped at 102 boats and the 350 anglers came from as far afield as Portugal and Australia, as well as the South Island. With over $140,000 in prizes thanks to the generous support of trusted suppliers and friends, there was plenty to go around, with an emphasis on quality spot prizes to give everyone a chance at taking something home.

Many Extreme Boats staff were involved with not only running the contest, but also assisting at the ramp launching and loading boats, along with the team from Raymarine providing steaming hot coffee in the morning and barbecued sausages and refreshments in the afternoon.

This year the two winners of the Auckland Rescue Helicopter lottery boats were drawn on stage and an original piece of artwork by Zoe from Unjustified Risk was auctioned off with all proceeds also going to the Auckland Rescue Helicopter Trust. **Report by Grant Dixon.**



A maximum field of 350 anglers fishing from 102 Extreme boats descended on Mercury Bay for the popular boat marque's annual fishing tournament.

BENETEAU & LAGOON OWNERS RALLY 2024

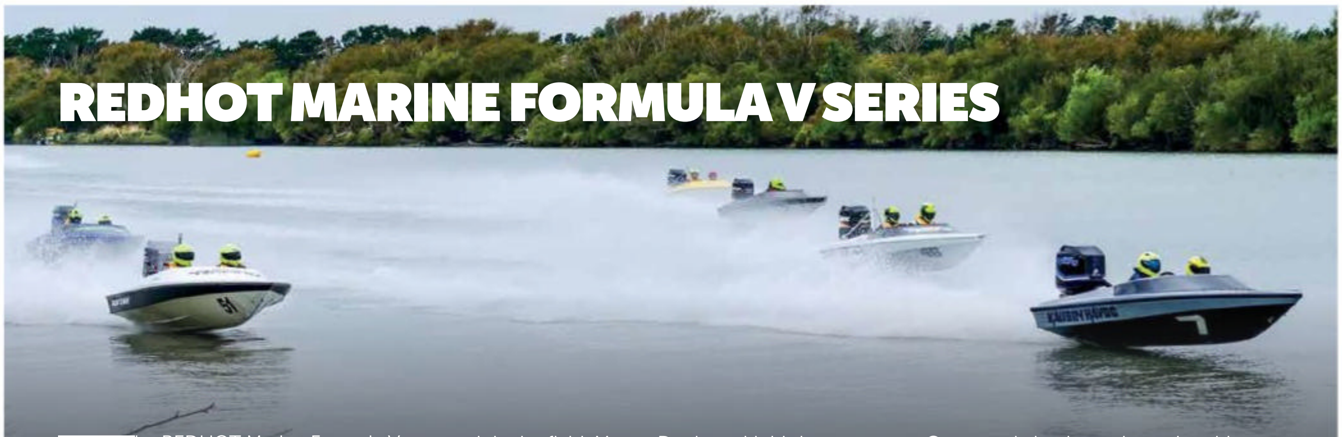
The 2024 Beneteau and Lagoon Owners Rally, hosted by 36 Degrees Brokers on November 23, was a resounding success, bringing together 27 boats and over 100 participants at Lidgard House on Kawau Island. The event featured a friendly sailing race, engaging beach games, and a vibrant social atmosphere, all celebrating Beneteau's 140th and Lagoon's 40th anniversaries.

Participants enjoyed themed decorations, competitions, and a prize-giving ceremony.

The rally concluded without a hitch, leaving attendees with cherished memories and a strengthened sense of community.

36 Degrees Brokers acknowledges the following sponsors, whose support made the rally possible: Clean Collective, Tamaki Marine Park, Marsden Cove, Beacon, Gloss Boats, Ovlov Marine, Coast New Zealand, Craft Covers, Island Cruising, North Sails, Aqua Plumb, Dawny Adventure Club, *Boating New Zealand*, Gold Class Marine and Burnsco.
www.36degrees.nz

REDHOT MARINE FORMULA V SERIES



The REDHOT Marine Formula V Series has returned for the 2024-2025 season, with round one kicking off the season in Wanganui on the weekend of 23/24 November.

Run in conjunction with the New Zealand Powerboat Association, the five-round inaugural season had nine entries, providing very close and competitive racing. This season has 13 confirmed entries, which makes it the biggest class of powerboat racing in New Zealand. All competitors are returning from last season, with some new entries moving up from smaller classes to join the field. Mason Dunlop with his boat *Kausin' Havoc* is returning as the defending champion and will be keen to hold off the stiff competition from his fellow drivers!

Formula V boats are monohull-style boats with a stock 200hp outboard. The majority of competitors have chosen the Bullet 1750 hull with a Mercury 200hp outboard, making this almost a one design class, with a couple of exceptions.

Formula V provides very close racing with its restricted rules, but also provides an opportunity for those with a ski boat to come racing.

Come and check out the action this summer and keep an eye on the REDHOT Marine Racing Facebook page for updates over the season.
www.facebook.com/p/REDHOT-Marine-Racing-100078820321312/

SERIES DATES:

Round 1	23-24 November 2024 Wanganui
Round 2	11-12 January 2025 Manawatu
Round 3	25-26 January 2025 Wairarapa
Round 4	22-23 February 2025 Arapuni
Round 5	15-16 March 2025 Porirua

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RNZYS ADMIRALS CUP TEAM

The Royal New Zealand Yacht Squadron (RNZYS) has announced its participation in the 2025 Royal Ocean Racing Club (RORC) Admiral's Cup, one of the most celebrated team racing events in international yachting.

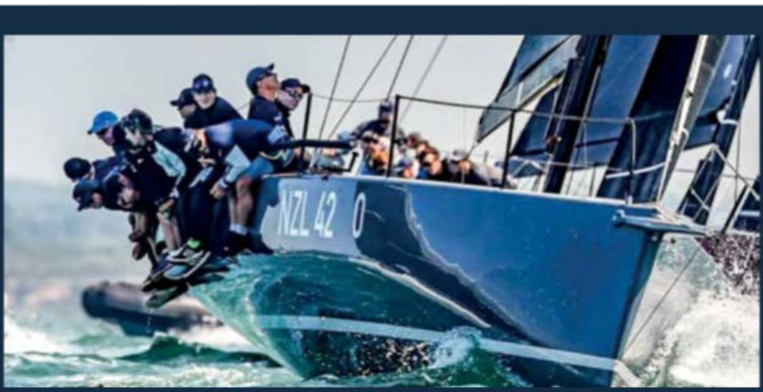
Representing the RNZYS will be an exceptional team of *Callisto*, a Custom Botin IRC 42 owned by James Murray, and *Caro*, a Custom Botin IRC 52 owned by Max Klink.

Traditionally raced in British waters, the Admiral's Cup challenges teams of three yachts from each country to compete across a mix of inshore and offshore races. Its unique team-based scoring format makes it a pinnacle test of skill, strategy, and seamanship.

In 2025, the competition returns with a revitalised two-boat team format, reflecting the evolution of the sport while preserving its heritage. RNZYS is putting forward a formidable pairing of vessels and crews as its representative team:

The 2025 RORC Admiral's Cup will take place from July 17 to August 1 bringing together the world's best sailors for a thrilling showcase of teamwork, strategy, and endurance.

www.rnzys.org.nz



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BLACK FOILS HOT FOR AUCKLAND

Picking up where they left off, Peter Burling's 'Black Foils' claimed their third consecutive win in the UAE, soaring ahead of the Emirates Great Britain and U.S. SailGP Team on the pristine waters of Port Mina Rashid. The Black Foils are back-to-back-winners of the Rolex SailGP Championship's season-opening event.

The most exciting racing on water heads down under in January, for the Rolex SailGP's first event of the new year, the ITM New Zealand Sail Grand Prix | Auckland (January 18-19, 2025). The event will be the league's long-awaited debut in the city, and Burling said the team couldn't wait to race at home: "We're super excited to get home, the buzz in town is already growing. The renders of the grandstand, which is just about to get built, is amazing. So for any Kiwis who have not bought tickets yet, it's going to be an amazing weekend."

Tickets are selling fast – visit SailGP.com/Auckland to witness 12 F50 catamarans race for the very first time in the city of sails. *Boating NZ* will have extensive real time coverage leading up to, during and after SailGP Auckland on its website.

www.boatingnz.co.nz/sailgp or scan the QR code.

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PACIFIC 62 LAUNCHED

Dickey Boats has announced the launch of the Pacific 62, a revolutionary vessel designed for sportfishers and passage-makers who demand more blue-water capability and versatility.

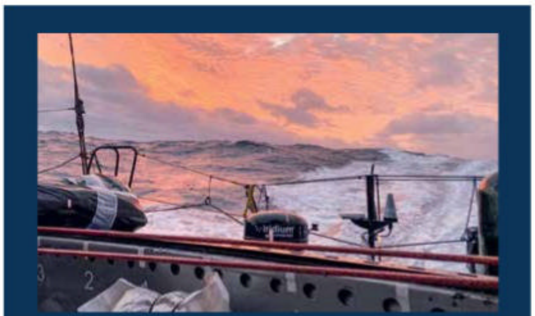
Soft-launched in October, the Pacific 62 is already exceeding expectations, cementing its place as the most capable and adaptable vessel in the renowned Dickey Boats range.

Jason and Tristin Dickey, founders of Dickey Boats, envisioned a vessel designed to fit their aspirations for greater exploration and adventure, with the recreational functionality often missing from the passage-maker market. The result is a craft that effortlessly transitions between coastal day cruising, sport fishing, diving, and extended offshore passage-making.

Following more than 500 nautical miles of sea trials, the Pacific 62 has delivered on its promise of exceptional performance and efficiency. Equipped with twin engines and variable-pitch propellers, the vessel combines remarkable economy with unparalleled comfort, ensuring smooth and efficient sea voyaging.

The inaugural Pacific 62 will spend the next few months exploring New Zealand's coastline before embarking on an extended offshore adventure in late summer/early autumn of 2025. The second Dickey 62 is in fitout stage and a third is already under construction at Dickey Boats' Napier yard.

www.dickeyboats.com/boat-models/pacific-62



VENDEE GLOBE ON *BNZ* WEBSITE

Boating New Zealand is providing up to the minute news updates on the Vendee Globe Race. This around the world race is for solo skippers in a variety of foiling and non-foiling yachts and features a lone Kiwi skipper, Conrad Colman, who we are following very closely.

The race is full of challenges and there has already been plenty of drama. Colman has not been spared: he had an issue with his solar controller – it blew up and took his entire electrical system with it – but with amazing Kiwi #8 wire spirit, he grabbed a soldering iron and performed repairs. Unfortunately, he spent 24 hours bobbing around while repairing the damage before he was able to get properly underway again, losing much ground.

On the *Boating New Zealand* website, you'll find multiple updates every day (as news warrants), as well as a daily 30-minute video update, plus other action as it comes to hand. We chat with Conrad Colman almost every day and are tracking his journey very closely.

www.boatingnz.co.nz/vendeeGlobe

FATCATS FOR HIRE

Whitianga Boat Hire has just taken possession of two bright-green FatCat 4500 catamaran boats. Set to fill a need in the beautiful Coromandel Peninsula, Whitianga Boat Hire principal and well-known local identity Tony Marsters chose the boats for their amazing stability, enormous space, tough construction, and striking looks. The Whitianga boats are the double side-console version of the FatCat 4500 and are manufactured by FatCat Boats in Auckland.

The boats have been built to MSA survey with a maximum capacity for up to six people per boat. Safety gear on board includes EPIRB, lifejackets, 25W VHF radio, First Aid kit, lines and anchor. Built primarily as self-drive fishing boats, they have a fully functional live-bait tank, Garmin Echomap plotter/sounder, Fusion Marine stereo, two bait stations and wash down hose, plus plenty of rod and drink holders. The Yamaha engine pushes the boats along at 20 knots cruising, topping out at 27 knots.

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www.fatcat.nz

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MARINAS AND BOATYARDS BOOST NZ ECONOMY

Forty New Zealand marinas took part in the first ever Health of the New Zealand Marina Industry Survey, conducted in 2023 for the New Zealand Marina Operators Association (NZMOA) by a specialist department at Michigan State University.

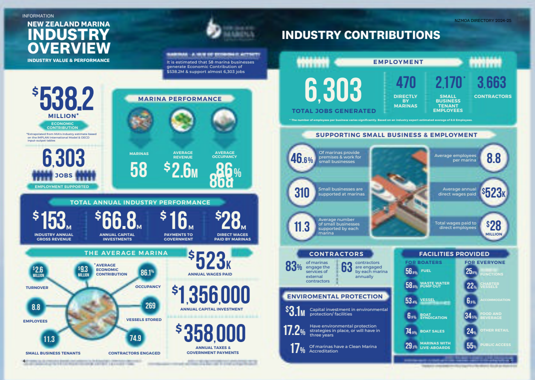
The survey showed that the niche industry has gross annual revenue of $153m, supporting more than 470 people in jobs – with an estimated half a billion dollars in economic contribution.

“Boat owners need a wide range of maintenance services, and in some cases, we attract large numbers of international boats visiting New Zealand for pleasure, maintenance and refit – also making it part of our export economy,” says NZMOA Chair Chris Galbraith, General Manager of Bay of Islands Marina.

As examples, the 420-berth Bay of Islands Marina has 28 tenant businesses on its ground including marine trades, cafes, retail and boat sales, while the precinct around Westhaven Marina, the largest in the southern hemisphere, has 2,000 contractors, including boat builders, yacht brokers and marine electricians, registered on its database. Nelson Marina’s masterplan predicts it will be home to 40 businesses by 2027.

In total, the industry’s marinas support more than 300 small businesses. Individual marinas each engage more than 63 contractors annually for a wide range of services.

Seventeen marinas are now in the New Zealand Clean Marinas programme. The average capital investment in environmental protection and facilities is $3.1 million. **www. nzmoa.com/hami-survey**



INFORMATION

NEW ZEALAND MARINA INDUSTRY OVERVIEW

INDUSTRY VALUE & PERFORMANCE

It is estimated that 58 marina businesses generate Economic Contribution of $538.2M & support almost 6,303 jobs

$538.2 MILLION* ECONOMIC CONTRIBUTION

*Extrapolated from MIA's industry estimate based on the IMPLAN International Model & OECD input-output tables

6,303 JOBS EMPLOYMENT SUPPORTED

MARINA PERFORMANCE

MARINAS	AVERAGE REVENUE	AVERAGE OCCUPANCY
58	$2.6M	86%

TOTAL ANNUAL INDUSTRY PERFORMANCE

$153M	$66.8M	$16M	$28M
INDUSTRY ANNUAL GROSS REVENUE	ANNUAL CAPITAL INVESTMENTS	PAYMENTS TO GOVERNMENT	DIRECT WAGES PAID BY MARINAS

THE AVERAGE MARINA

$2.6 MILLION TURNOVER

$9.3 MILLION *AVERAGE ECONOMIC CONTRIBUTION

86.1% OCCUPANCY

8.8 EMPLOYEES

269 VESSELS STORED

11.3 SMALL BUSINESS TENANTS

74.9 CONTRACTORS ENGAGED

$523K ANNUAL WAGES PAID

$1,356,000 ANNUAL CAPITAL INVESTMENT

$358,000 ANNUAL TAXES & GOVERNMENT PAYMENTS

4

NZMOA DIRECTORY 2024-25

INDUSTRY CONTRIBUTIONS

EMPLOYMENT

6,303	470	2,170*	3,663
TOTAL JOBS GENERATED	DIRECTLY BY MARINAS	SMALL BUSINESS TENANT EMPLOYEES	CONTRACTORS

* The number of employees per business varies significantly. Based on an industry expert estimated average of 8.8 Employees.

SUPPORTING SMALL BUSINESS & EMPLOYMENT

46.6% Of marinas provide premises & work for small businesses

310 Small businesses are supported at marinas

11.3 Average number of small businesses supported by each marina

Average employees per marina 8.8

Average annual direct wages paid $523K

Total wages paid to direct employees $28 MILLION

CONTRACTORS

83% of marinas engage the services of external contractors

63 contractors are engaged by each marina annually

ENVIROMENTAL PROTECTION

$3.1M Capital investment in environmental protection/ facilities

17.2% Have environmental protection strategies in place, or will have in three years

17% Of marinas have a Clean Marina Accreditation

FACILITIES PROVIDED

FOR BOATERS		FOR EVERYONE	
56.9%	FUEL	25.9%	[illegible] FUNCTIONS
58.6%	WASTE WATER PUMP OUT	22%	CHARTER VESSELS
53.4%	VESSEL [illegible]	6.9%	ACCOMMODATION
6.9%	BOAT SYNDICATION	34.5%	FOOD AND BEVERAGE
74.9%	BOAT SALES	24%	OTHER RETAIL
29.3%	MARINAS WITH LIVE-ABOARDS	55%	PUBLIC ACCESS

5

The marina industry is making a growing contribution to the New Zealand economy.

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ROLEX SYDNEY HOBART YACHT RACE

Since its inauguration nearly 80 years ago, the Rolex Sydney Hobart Yacht Race has built an esteemed global reputation and become one of the most famous fixtures on the international sporting calendar. Rolex has partnered the event and its organizer, the Cruising Yacht Club of Australia (CYCA), since 2002, the race forming an integral part of the Swiss watchmaker's long-standing support for sailing.

The 2024 edition will be the 79th of the 628-nautical mile (1,163km) offshore race from Sydney Harbour to Hobart, the state capital of Tasmania. The start, as ever on 26 December, takes place in the heart of the Australian summer, the mood festive as crowds swell along the shoreline, eager to be part of this celebratory occasion.

Once through the Sydney Heads, the fleet embarks on the long leg southwards down the New South Wales coast and across the infamous eastern edge of the exposed Bass Strait. While competitors are often out of sight, public interest remains strong to the end. The reception in Hobart, where the CYCA enjoys the support of the Royal Yacht Club of Tasmania, is often as rousing as the departure.

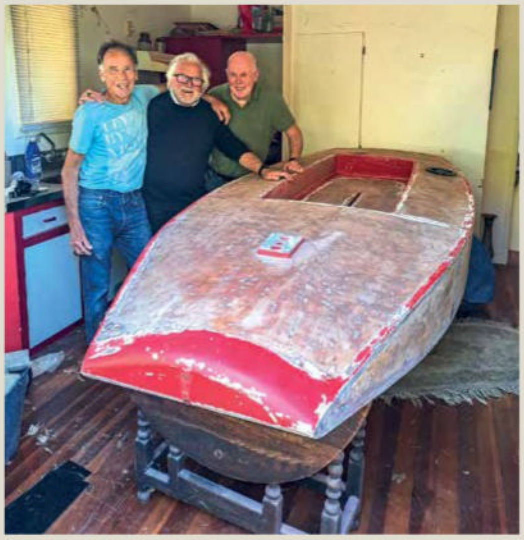
In addition to the thrill of competing in and completing such an iconic race, they are all in contention for one of sport's most emblematic prizes, the Tattersall Cup, awarded to the overall winner on handicap.

Over the last few editions, there have been a number of dramatic finishes for line honours. Last year, a mere 51 seconds separated the first two yachts. The democratic nature of offshore racing is demonstrated by the diverse range of recent winners, from 100-foot (30.48 metre) Maxis to smaller yachts in the 40–60ft (12–18m) range.

www.rolex.com

WATCH IT HERE

FLOTSAM TO STAR AT MOTH CHAMPS



John Greenwood, son of Jack Greenwood who owned #1, *Mon Ami*; Paul Higgins, son of John Higgins who owned #11, *Lorraine*; David Haysom, son of Bevan Haysom who owned #2, *Flotsam*.

Seventy-one years ago, in 1953, after the interruptions due to being in the NZ Army in Italy or in the Navy on the high seas, followed by starting families, seven young and newly married Northcote fathers obtained their wives' permission to get back into the sailing they'd loved in their teenage years. They promised to limit themselves to one day a week for their reborn passion.

Affordability was a problem and their solution was to build their own yachts. They each chipped in 10 pounds, 6 shillings and 1 penny to buy the materials. That is $686 in today's money. They bought the race-winning Moth Mark II plans from Len Morris who, together with his son, held the Australian Moth Championship title from 1934 to 1948. As well as being fast, the Mark II design also had the big advantage of being easy to build.

The boat building was undertaken by all seven sailors working one day a week in John Higgins' basement, no doubt with plenty of time for a natter and a bit of grog at the end of the day. They also formed the Shoal Bay Yacht Club, which established the Moth Class.

We, the sons of three of these wonderful fathers, are now getting one of their original boats, *Flotsam*, ready for its star role at the Moth World Champs, starting 30 December at Manly Beach, where it will be on display for all to see. And if we have time to attach foils to *Flotsam*, she might even make the start line. Look for sail number two on the water.

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LEADING THE WAY

HAPPY 21ST *TE WHARA*

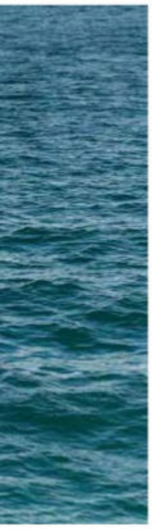
In another stellar example of a successful collaboration, boatbuilder Lloyd Stevenson and designer Bill Upfold have launched their 21st project. *Te Whara V* – a 16m Elite Mid Pilothouse – exhibits the pair's trademark synergy. Clever design and exemplary workmanship.

SIMRAD
TE WHARA V

review

Elite 16m Mid Pilothouse *Te Whara V*

WORDS BY
LAWRENCE SCHAFFLER
PHOTOGRAPHY BY
BRYCE TAYLOR



Both inventive spirits, Stevenson and Upfold have skirted the ‘same-old’ drudgery that dogs many marriages as the years roll by. And that’s probably because – like each of the 20 Elites the pair have previously tackled – *Te Whara V* is a supremely customised creation.

Launched late-2024, her lines echo those of other 16m Elites, but specifics reflect her owner’s preferences. She’s above all a family boat – created for easy entertaining, comfy accommodation, good fishing and fun watersports. All the ingredients for happy adventures.

“To varying degrees every Elite is a one-off,” says Upfold. “This vessel is the owner’s second Stevenson-built Elite and she’s tailored to his changing lifestyle and circumstances – among them a growing clan of grandchildren.” The vessel is actually the third Upfold has designed for this owner – *Te Whara lll* is a 14m Elite, as is *Te Whara IV*, though the latter wasn’t built by LSB.

“In effect,” adds Stevenson, “every project is the product of a three-way discussion. I like to think our point of difference is our receptiveness to embracing a client’s ideas – even if converting those ideas into reality sometimes requires a little massaging.”

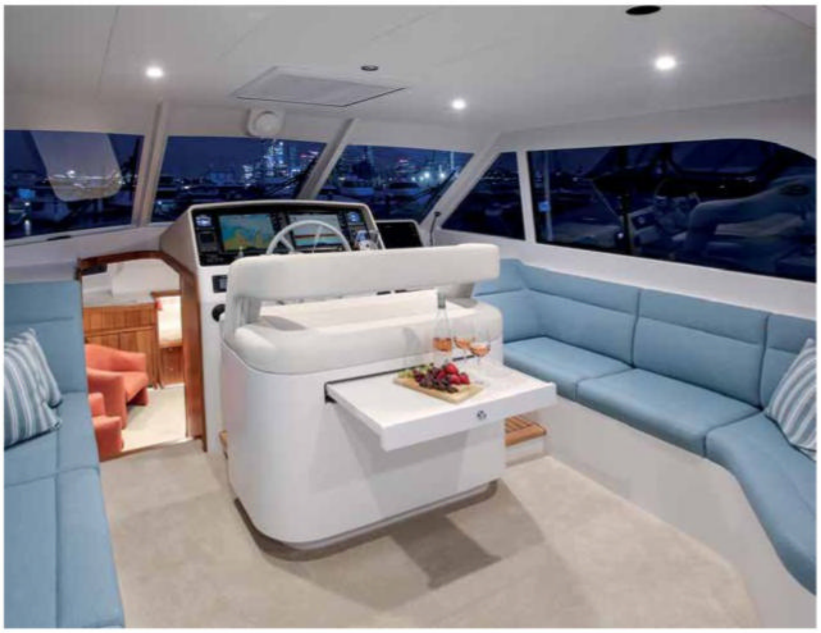
The vessel’s construction – end-grain balsa epoxy composite – makes for an exceptionally strong hull, while the light, foam ply superstructure avoids a high centre of gravity and reduces displacement (22,500kg). But it’s fair to say much of *Te Whara V*’s design was shaped by her twin Scania L13 engines.

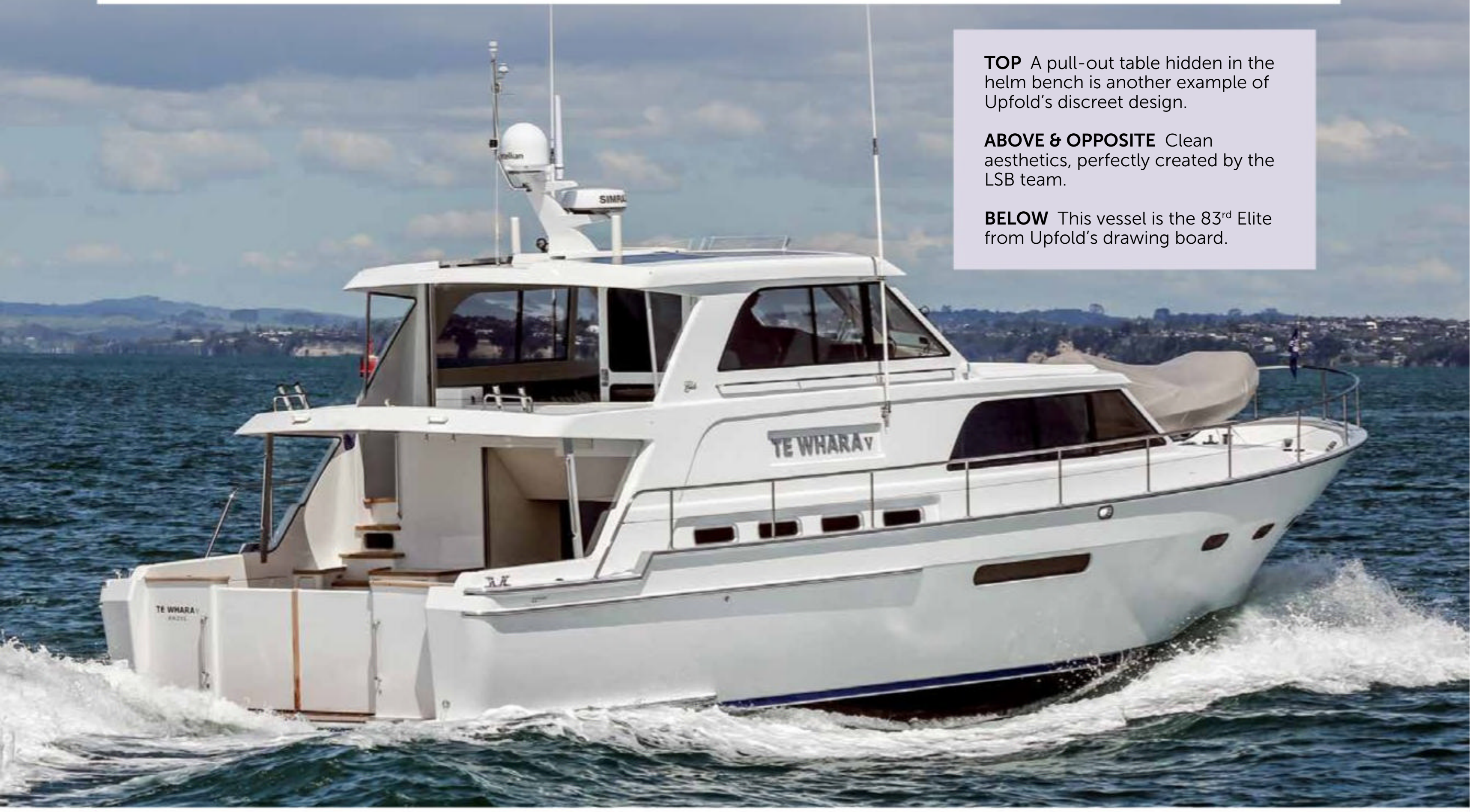
Comparatively large and heavy, they produce their de-rated 550hp at 2,100rpm for a top speed of 26 knots. Slow-revving equates to better cruising efficiency and, no doubt longevity, thanks to the sweat-free workload.

"The engines were my starting point," says Upfold. "Given their size and weight, I had to design a hull with reserve buoyancy forward for balance and centre-of-buoyancy considerations. That resulted in a 'flatter' drive train without tunnels – promoting prop efficiency.

"Those factors produced a different hull shape to other 16m Elites – slightly fuller up front and a little flatter aft to enhance planing performance (she planes at around 14 knots and cruises effortlessly at 21 knots). Engine position, of course, always affects interior layout options in the Mid Pilothouse design. It's a juggling exercise."

The drive train's thrust bearings and universal joints also enabled soft mounts for the engines, significantly dampening vibration. For all their size the Scania's are smooth operators, but for me the sharpest players in the power equation are the Twin Disc QuickShift gearboxes.





TOP A pull-out table hidden in the helm bench is another example of Upfold's discreet design.

ABOVE & OPPOSITE Clean aesthetics, perfectly created by the LSB team.

BELOW This vessel is the 83rd Elite from Upfold's drawing board.

Understated elegance and comfort are the interior's overwhelming impressions.

Manoeuvring a 16m mid pilothouse into a tight berth (particularly in windy conditions) can be daunting – even with a bow thruster. The Express setting on the QuickShift throttle control simplifies things considerably. It produces velvet-smooth, clunk-free shifting at very low engine speeds – perfect for delicate adjustments.

PILOTHOUSE CHILLING

Access to the pilothouse is via a curved flight of teak steps from the cockpit, or steps from the saloon.

Welcoming, plush settees (port and starboard) invite you to settle in and absorb the expansive 360° views from this area. Spacious and comfortable, it's an ideal area for sundown drinks and will offer weary adults a sanctuary away from high-octane grandchildren.

The area's centrepiece is the helm station – dominated by twin Simrad MFDs (and alongside a third for radar). This is a comprehensive info-centre feeding you as much data as you like. I like the fixed 'ball mouse' for scrolling through the Simrad menus.

Complementing the MFDs are twin screens for the Scanias, as well as Autopilot, Auto Anchor, bow thruster joystick, CZone and a control panel for the Humphree interceptor trim tabs. The open vistas are wonderful underway (a real sense of freedom), but a second, aft-facing helm station (at the back of the pilothouse) simplifies docking or backing up when arguing with a feisty marlin.

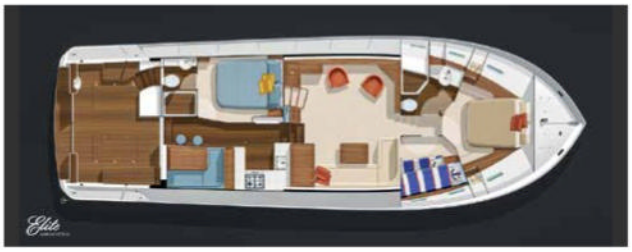
The helm station's 'false floor' is a smart design feature. Standing at the helm for extended periods can be tiring. Equally, perched on the two-seater with dangling legs can become uncomfortable. The solution is a slide-out false floor – at the perfect height for your feet. Simple and discreet.

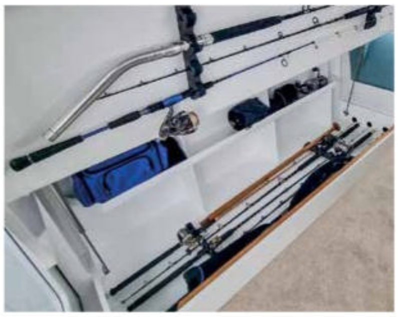
In fact, Upfold's 'discreet' mantra is pervasive throughout the vessel – resulting in flowing, clean lines. Consider the BBQ that lives in a dedicated pull-out recess in the cockpit – immediately available when you need it, but out of the way when fishing, swimming or chilling.

Or the fishing kit. Rather than piled into some generic, corner locker, *Te Whara V*'s rods (quite an arsenal) are stowed in a purpose-designed space under a cockpit bench seat. Neat and instantly available when you chance upon diving birds.

And if you're successful in hooking something large, you'll love the sliding doors that separate the cockpit from the boarding platform. Hidden in the transom, they leave a wide, welcoming gap for coaxing the catch aboard. For short trips you could also bring the tender aboard through this gap.

Another clever feature is a cockpit spigot that's part of a plumbing system for flushing the engines' heat exchanger loops with freshwater. The owner simply connects a hose to the cockpit fitting after a day's boating and runs the engines for a few minutes. Leaving freshwater in the circuits while the boat lies idle suppresses galvanic activity.





Comfortable, extended cruising needs reliable power, and a comprehensive electrical infrastructure keeps *Te Whara V*'s systems alive. Key players are a 9kVA generator and an inverter for running the 240-volt AC appliances – and the air-conditioning.

Day-to-day power is supplied by a large bank of lithium-ion batteries – they receive a helping hand from an extensive array of solar panels atop the pilothouse roof. All ensuring hassle-free holidays with a healthy measure of independence.

ACCOMMODATION

Understated elegance and comfort are the interior's overwhelming impressions. It's 'traditionally nautical' – and as you might expect with LSB – features superbly-crafted teak tables/lockers/floors/joinery offset by white surfaces/ceilings and thick off-white carpeting. All accented by tonnes of natural light.

There are three cabins – a master with an island double bed up front and its ensuite. A double bunk cabin (just aft to starboard) shares this ensuite through a separate door. The third cabin – also with an island bed and ensuite – is much further aft, to port.

This arrangement underscores the owner's commitment to family cruising. I'm told he and his wife will use the aft cabin – the forepeak and double bunk cabin will serve as a playpen/den. Probably a smart strategy for preserving everyone's mental equilibrium.

With the saloon's raised floor (accommodating those engines) the views through the large windows are infinite. It's a multi-purpose space. An L-shaped settee serves the dining table (starboard), while opposite are two standalone lounge chairs. This configuration offers flexible seating for different group dynamics.

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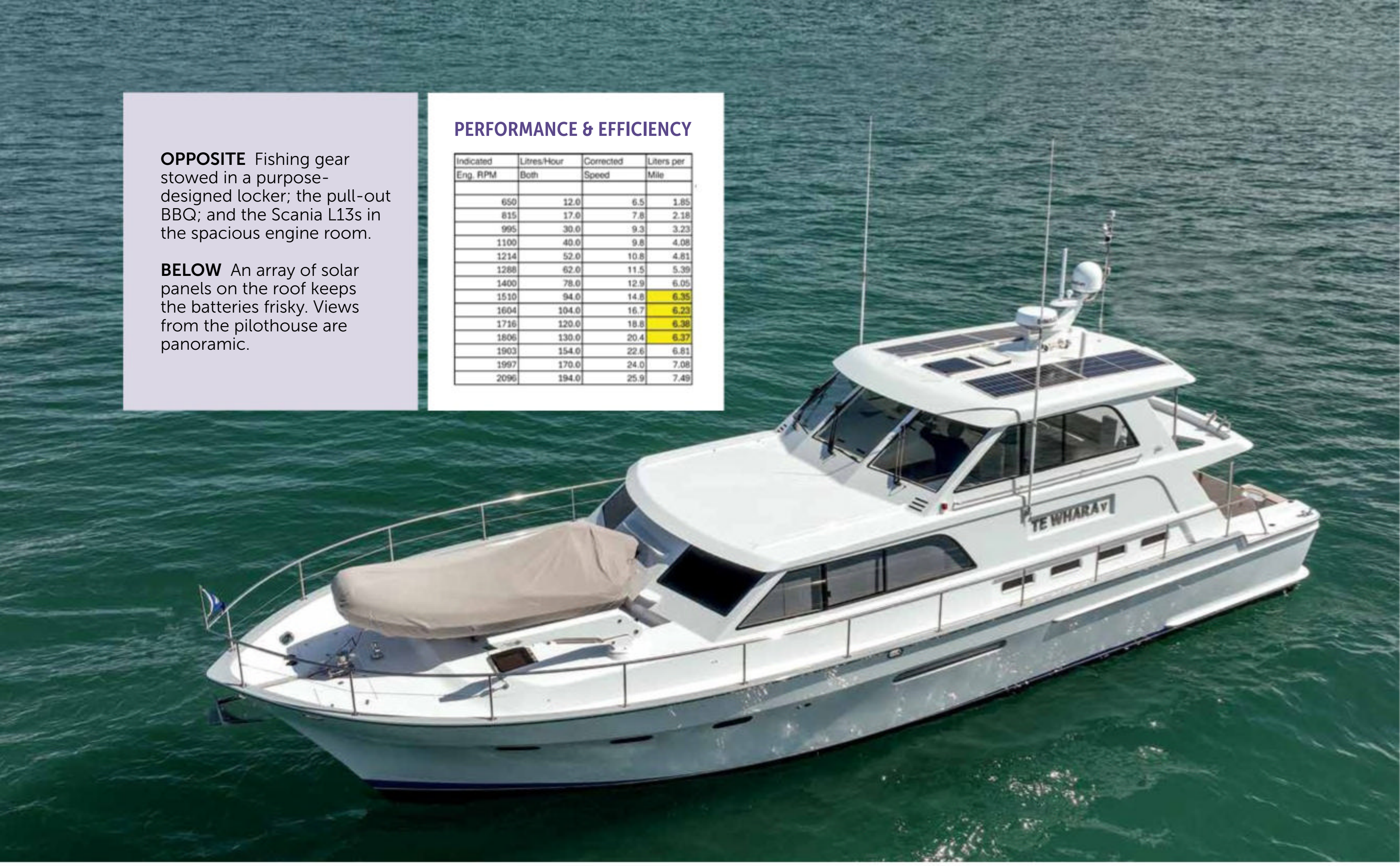
OPPOSITE Fishing gear stowed in a purpose-designed locker; the pull-out BBQ; and the Scania L13s in the spacious engine room.

BELOW An array of solar panels on the roof keeps the batteries frisky. Views from the pilothouse are panoramic.

PERFORMANCE & EFFICIENCY

Indicated Eng. RPM	Litres/Hour Both	Corrected Speed	Liters per Mile
650	12.0	6.5	1.85
815	17.0	7.8	2.18
995	30.0	9.3	3.23
1100	40.0	9.8	4.08
1214	52.0	10.8	4.81
1288	62.0	11.5	5.39
1400	78.0	12.9	6.05
1510	94.0	14.8	6.35
1604	104.0	16.7	6.23
1716	120.0	18.8	6.38
1806	130.0	20.4	6.37
1903	154.0	22.6	6.81
1997	170.0	24.0	7.08
2096	194.0	25.9	7.49



REALISE YOUR DREAM

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Lloydstevensonyachts.co.nz

Lloyd Stevenson
BOATBUILDERS

The owner's grandfather initiated the *Te Whara* tradition – naming the first boat...

The lounge chairs also service the 'office' built into the port side cabinetry. It's equipped with a dedicated locker for a laptop and printer. Significantly, this work area is right next to a well-stocked wine locker – perfectly positioned for when life's balance sheet becomes too complicated.

Immediately aft of the saloon, down three steps, is a starboard, U-shaped galley. Spacious with expansive surfaces, it's well-equipped and features 240-volt AC domestic appliances such as a coffee maker (in a custom-built locker) and a microwave. A washing machine lives in the engine room. Scores of lockers (including a large pantry) will swallow the necessary supplies for extended cruising.

Aft of the galley is a cosy dinette – another teak table serviced by a L-shaped settee and two, swing-out pedestal stools. I suspect this will become the epicentre for family meals, given its proximity to the galley and cockpit. Also, an excellent spot for enjoying a dawn cuppa while watching lures.

The dinette's 'integration' with the cockpit is enhanced by a rear door which disappears into the bulkhead and, adjoining it, a large drop-down window that slips silently (electric) into another recess. A clever piece of design/engineering that transforms the area in seconds.

Glass insets built into the sides of the cockpit (just aft of the dinette bulkhead, under the flybridge overhang) help to keep spray/wind at bay, making for a drier cockpit. A simple, clever way to boost the cruising experience.

A large inflatable dinghy lives on the foredeck – launched and a retrieved with its davit alongside. Just aft of the dinghy a few steps lead up to another deck. It's designed for paddleboards and/or kayaks but will be a perfect sunbathing spot when these (and the children) are in the water.

While the boat's equipped with air-conditioning, it also benefits from natural air (particularly under way) flowing through 'inlets' built in the sides of the dinghy deck. Hidden under the coaming, they're a bit like a conventional dorade vent but don't detract from the lines. Another Upfold aesthetic tweak.

Similarly, discreet vents built into the forward superstructure (just below the flybridge windows) operate like a 'venturi' and help to extract stale air from the pilothouse.

The owner's grandfather initiated the *Te Whara* tradition – naming the first boat, it seems, after the prominent geographical feature of the same name on the Northland coast (Captain Cook named it Bream Head in 1796). Given her cruising capabilities, I know *Te Whara V* will regularly pass under the landmark's shadow, steaming serenely to happy, family adventures. BNZ

HIGHLIGHTS

Elite 16m Mid Pilothouse *Te Whara V*

PRICE AS REVIEWED
$POA

MANUFACTURED BY
Lloyd Stevenson Boatbuilders
www.lloydstevensonyachts.co.nz

HIGHLIGHTS

Craftsmanship – trademark LSB execution

Performance – excellent efficiency from the hull/power combo

Versatile accommodation to suit different parties

A fun, easily-managed family home on the water

SPECIFICATIONS

loa 16m (52'6")
lwl 14m (46')
beam 5.2m (17')
draft 1.2m (3'10")
displacement 22,500kg (22.2t)
construction Timber Epoxy/E-glass composite
engines 2 x Scania L13 550hp @2,100rpm
fuel 3,100 litres
water 800 litres
cruise speed 21 knots
max speed 26 knots

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Bon voyage

CAT 1 rules and regulation changes

New Zealand-registered pleasure craft departing on offshore voyages have for many decades required a safety inspection. This is still the case, but the mechanism for obtaining one has changed.

Undergoing a safety inspection has evolved significantly from the late John Lidgard's experience prior to the start of the first Auckland to Suva yacht race in 1956. In his memoirs *It's in the Blood* he described the process thus:

Yacht designer Bert Woollacott was the inspector. A fine old gentleman and designer of several of the starters, he looked down at us from the wharf and said, "You would have your tools, wouldn't you John?"

"Yes Bert."

"OK," he said, and he was off to the next boat.

Safety gear as we know it today was non-existent but safety equipment and the inspection process have changed considerably since then.

YACHTING NZ BOWS OUT

Up until 30 June 2024, Yachting New Zealand (YNZ) was delegated authority by the Director of Maritime New Zealand (MNZ) to undertake inspections using the World Sailing racing-derived safety rules and issue Category 1 safety certificates for departing recreational vessels. The certificate was a prerequisite to obtaining Customs clearance for departure from New Zealand. Angus Willison's article *What Cat 1 Inspectors Want* in *Boating NZ*, March 2024 detailed the process and requirements.

The requirement for assessments derives from the Maritime Transport Act 1994, Section 21, where, in summary, the Director of MNZ is required to be satisfied that the vessel, the safety equipment it carries, and the crew of a pleasure vessel departing on an overseas voyage are adequate for the intended voyage.

The process changed as of July 1, 2024 when YNZ declined

feature

International Voyage Certificate

WORDS BY **ALAN SEXTON**
PHOTOGRAPHY BY **SUPPLIED**

to renew its delegated powers with MNZ to undertake safety assessments for recreational vessels. See sidebar for David Abercrombie's statement.

MNZ now directly undertakes the inspection process using its own adequacy standards for the vessel, safety equipment and crew, and issuing an 'International Voyage Certificate' (IVC), to confirm compliance with those requirements.

Although Yachting New Zealand and MNZ maintain otherwise, some cruisers insist they were taken aback by YNZ's announcement in late June, insisting the change was made at short notice and without adequate involvement or communication with them as stakeholders. But, says Eduan Roos, YNZ Communications Manager, along with MNZ, they expended considerable effort to communicate with clubs, yacht inspectors and racing committees over more than three months, holding meetings, sending emails and letters, and publishing articles in print and online.

Nevertheless, the changes remain a hot topic for discussion. "This change has been the most common item of discussion at sundowners and potluck parties amongst the offshore cruising community during the 2024 cruising season," reports Jeremy Thatcher (S/V *Kokorua*). "There has been a lot of speculation whether it [IVC] is 'all too hard' or 'too expensive' and suggestions of transferring vessel registrations to a 'flag of convenience' register, Poland being the current preferred option, to avoid the requirement for inspection".

The writer is considering taking his own yacht offshore again and wondered how the new process would work. Fortunately, discussions with Mark Rothwell, the Auckland area MNZ Vessel Adequacy Assessor (they are no longer called inspectors), have largely allayed his concerns around obtaining an IVC.

These concerns were shared by many potential Island Cruising New Zealand's (ICNZ) rally participants, reports ICNZ Director Viki Moore, who expended significant effort clarifying issues around the IVC with MNZ.

To complete this article, the writer sought further clarification and advice, provided by Jason Lunjevich, MNZ Manager – General Regulatory Operations, Northern Region.

INTERNATIONAL VOYAGE CERTIFICATE

MNZ has established a dedicated web page for recreational vessels departing for overseas (see panel at the foot of this article) which provides details of the procedures and documentation.

MNZ's requirements are provided in their document *Applying for an International Voyage Certificate (Pleasure Craft) Applications* (the Guide), which replaces YNZ's Safety Regulations.

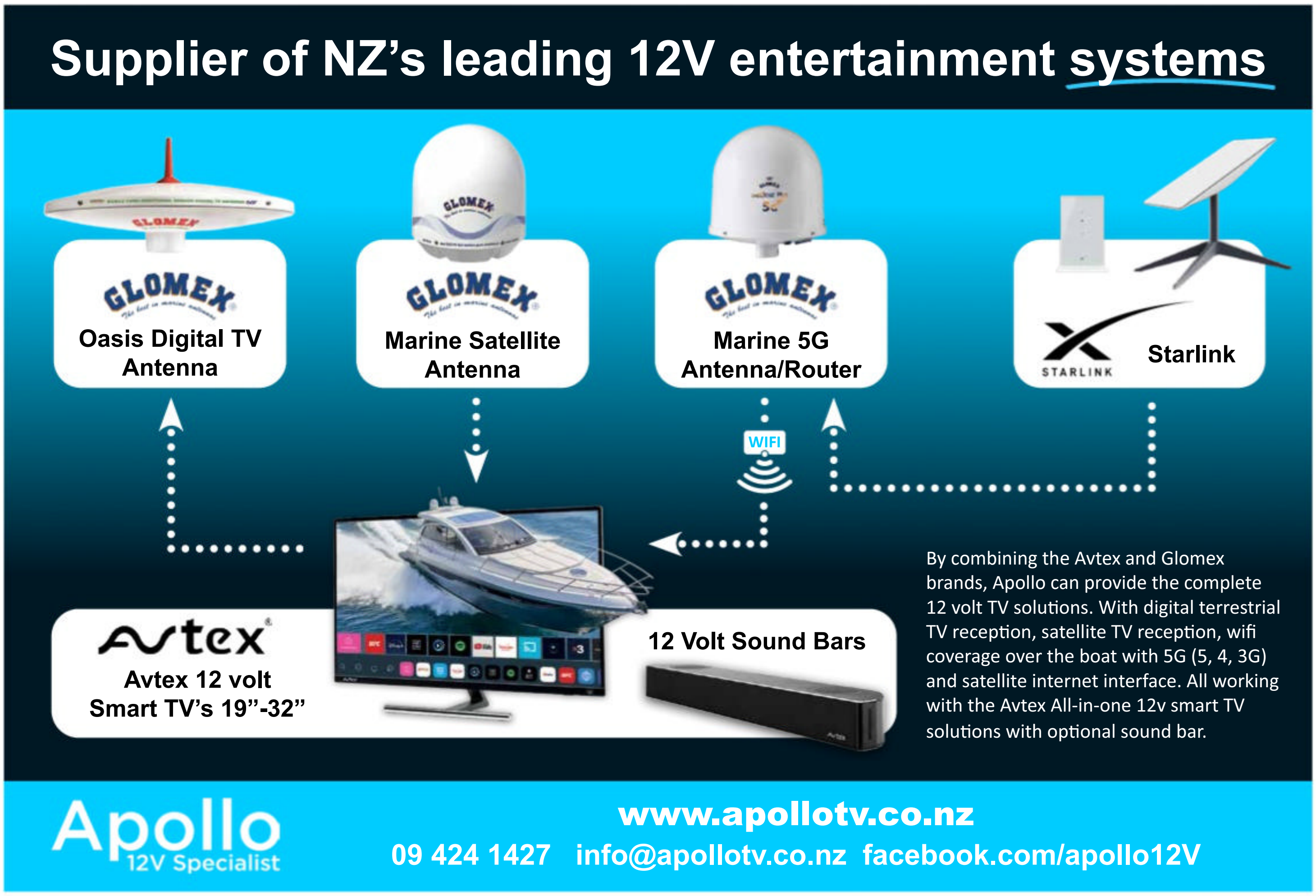
MNZ REQUIRES THE FOLLOWING STEPS TO ISSUE THE IVC:

- Complete the application form found in *Applying for an International Voyage Certificate* on MNZ's webpage and submit it to the MNZ email: RecreationalInternationalVoyage@maritimenz.govt.nz
- Upon receipt of a payment link from MNZ, pay the $490 application fee.
- The assessor then reviews the application and subject to it satisfying requirements makes contact to arrange the physical assessment.
- Undergo the vessel 'out of water' and 'equipment' physical assessment in one visit.
- Provide the skipper's declaration that training drills have been completed for all crew and confirmation of closeout of any items arising from the onsite assessment.
- If adequacy standards are satisfied MNZ issues an International Voyage Certificate.

THE REQUIREMENTS

MNZ requirements are similar in most respects to YNZ Category 1, but there have been some changes.

- The skipper must be offshore experienced and hold current Sea Survival and First Aid certificates.
- There must be a second crew member who i) demonstrates sufficient experience and competency to take command if the skipper is incapacitated, or ii) holds an RYA/IYT Yachtmaster coastal or offshore certificate. Solo skippers may gain certification if they meet requirements.See 'Single-handers' below.
- Requirement for Sea Survival certification remains at minimum two persons or 30% of crew, whichever is the greater; STCW certificate also accepted.
- Requirement for a minimum of two crew members to hold current Offshore Medic or equivalent certificate remains unchanged, skipper now obligatory, two-day Workplace or STCW First Aid certificates also accepted.
- Out of Water inspection – no change in criteria.
- Large cabin window shuttering – continues to be on a case by case basis.
- Storm sails – is storm jib/and/or other storm sail as applicable in order to maintain heading and steerage?
- Offshore First Aid Kit – no list of prescription medicines.
- Flares – LED flares accepted by U.S. Coast Guard and other authorities can be considered in lieu of the red hand-held flares.
- Offshore Communications – can be any of SSB, Sat Phone, or SEND devices such as Iridium Go/Exec, Garmin InReach or Spot X with a current subscription. Starlink is not recognised for this purpose.
- Gas installation – A gas detector is required if a gas bottle/s carried onboard is used inside the vessel. No detector is needed if an externally-carried gas bottle is used only for an external BBQ. Gas appliances should comply with current regulations and be installed by a registered gas fitter.
- Self-declaration that drills have been completed.
- Voyage Plan to be provided.



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THE ONSITE ASSESSMENT PROCESS

MNZ has highlighted that skippers need to lodge their applications well in advance of their intended voyages and no less than three months prior to their intended departure date. Furthermore, application should be made at least a month prior to the intended assessment date.

The actual onsite assessment date can be arranged at relatively short notice with the assessor, typically one to two weeks depending upon haul-out location. MNZ emphasises the inspection is not a survey, and if you have any doubts about structural or seaworthiness issues you should consult with a surveyor or other qualified person. The assessment can take place up to three months ahead of the planned departure date.

MNZ recognises that you may not have all equipment on hand for the inspection e.g. purchase/servicing of the liferaft. Items such as these would be recorded as an exception and evidence of completion can be provided at same time as lodging the 'Training Drills Declaration' and request for IVC. However, to save cruisers time and money, MNZ recommends applicants are as well prepared as possible at the time of assessment. Similarly, MNZ recognises crew may not be finalised at time of application and you have the flexibility to confirm final qualified crew (and their completion of training drills) when lodging the declaration.

STATEMENT FROM DAVID ABERCROMBIE, YACHTING NZ

YACHTING NEW ZEALAND is not a regulatory body, and, as the arrangement with Maritime New Zealand was drawing to a close, we couldn't maintain the status quo long-term.

The decision to return the section 21 delegation to Maritime New Zealand was not taken lightly and was done after thorough communication with stakeholders over several months, including with yacht inspectors, Maritime New Zealand, Yachting New Zealand board members, and prominent members of the offshore sailing community.

After these discussions, and with the current five-year delegation expiring on 30 June 2024, Yachting New Zealand made the difficult decision not to renew the delegation. As previously noted, Yachting New Zealand is not a regulatory body, and we believe this regulatory function is best managed by the industry's regulatory body, Maritime New Zealand.

For many years, the cost of administering the programme had become prohibitive based on the income received. Though this decision affects only a small number of sailors and affiliated yacht clubs running offshore events and offshore cruising boats annually, the resource required to manage the yacht inspector programme was significant.

We remain committed to safety support and education for racing and cruising members in preparation for inshore and offshore events. Yachting New Zealand will continue to oversee category 1-5 inspections for race boats, in line with the Safety Regulations of Sailing, and will continue to work with Maritime New Zealand to support the transition as needed."

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MNZ'S RESPONSES TO ALAN'S QUESTIONS

RESPONSES COURTESY OF JASON LUNJEVICH, Maritime NZ Manager – General Regulatory Operations Northern Region.

Our advice to skippers considering an overseas voyage is to read the guidance on our website about the International Voyage Certification (pleasure craft) (IVC) carefully, and start to prepare your application as early as possible. That includes enrolling early for sea survival and first aid courses, as they tend to fill up quickly.

We recommend you submit your IVC application at least three months before you intend to start your journey, even if there are outstanding items such as getting crew training or essential equipment to buy. An application can be submitted up to six months before the intended departure to allow time to plan, prepare and satisfy all requirements.

Once your application and IVC fee are received, you will get a response from Maritime NZ and be in line for processing.

Liaise with your Assessor around haul-out dates for the physical assessment and let them know once any outstanding items on your application are completed. This is obviously likely to include the crew safety drills as some crew might not join the vessel until close to the departure date.

The IVC is valid for 60 days and starts from the day it is issued. Applicants can apply for a one-off extension to the validity period (up to 30 days) but there is a further fee payable.

The skipper's crew drill declaration is likely to be the last item on many applications and must include the names of everyone departing. This ensures anyone joining a boat is familiarised with safety procedures and equipment before you set off.

If the vessel is well prepared for the assessment and the requirements are met, the cost is $490. The fee covers the cost of processing the application, including a single visit to the ship. If any of the requirements for an IVC are not met, your application will be declined and a new IVC application will be required.

If a boat needs to return to New Zealand shortly after its departure but wishes to return to its voyage, even within the 60-day period, a new IVC will be needed. The fee and extent of the application will depend on circumstances, including whether or not there are any material changes to vessel or crew.

Race boats voyaging overseas need a Category 1 Certificate from Yachting NZ and an International Voyage Certificate from Maritime NZ. We can liaise with skippers to try to align inspections.

CLARIFICATIONS

VESSEL SUITABILITY – Vessels in good seaworthy condition, having previously obtained Cat 1 certificates or of a design that has done so, should have no difficulty passing the inspection. MNZ says, "The Vessel Adequacy Assessors can determine if a boat design is suitable for offshore conditions, and some designs and builds completed at home by unqualified people may be considered unsuitable. Old vessels with compromised structural integrity may also be considered unsuitable".

> MNZ has highlighted that skippers need to lodge their applications well in advance of their intended voyages...

SINGLE HANDERS – MNZ says "may obtain an IVC if MNZ assessors are assured that they can comply with all Maritime Rules, such as lookout and collision avoidance."

OFFSHORE RACERS – An IVC is required as evidence that the vessel, equipment and crew has been assessed as adequate for the intended voyage under s.21 of the MTA since a Cat 1 certificate no longer can be used for this purpose. With adequate notice the MNZ Vessel Adequacy Assessor would endeavour to undertake the s.21 assessment at the same time as the Cat 1 out of water inspection.

MOTOR YACHTS/LAUNCHES – The guide states "If you do not have a secondary source of power, it does not necessarily stop you from obtaining an IVC, but you may be required to give us further information". MNZ says "As launches do not have another form of propulsion (such as sails), our assessment process focuses on the engine(s) and fuel of those vessels".

COMMENTARY FROM ISLAND CRUISING NZ

SINCE APPROXIMATELY 60% of the vessels obtaining Cat 1 certificates in 2024 were ICNZ rally participants, I asked ICNZ's Viki Moore for her comments.

On IVC: Moore says she has always been a big fan of the Cat 1 Safety Regulations and now too of the International Voyage Certificate. "New Zealand is surrounded by a serious piece of the Southern Ocean, and I believe that ensuring vessels achieve a high safety standard prior to heading offshore most certainly saves lives."

Much of the rally's pre-departure content focuses on preparing the skippers, vessels and their crew to 'Cat 1' standard, and while internationally-registered vessels are not required to meet this standard before heading offshore, Moore encourages everyone to get as close as they can to this level.

"There has been a lot of misinformation over the years about Cat 1 and also now the IVC standard," Moore says. "The assessors have always recognised that every vessel is different, and it is almost impossible to write a standard that would cover every different kind of vessel out there. Flexibility is key and the regulations are not set in stone but are rather a high bar to aim for. Skippers should not be afraid of going through the process and it is great to have a second pair of experienced eyes look over your boat to ensure it is well set up for the adventures ahead."

On offshore registration: "I recognise that people have a choice as to whether they register their vessels offshore, or stay as a New Zealand-registered vessel," Moore says. "I'd love for people to be able to fly the NZ flag with pride and not be put off by the IVC. There really isn't anything in there that you'd want to skip when you are heading offshore, and there are many benefits to keeping things simple when it comes to registering your vessel," she says.

Vessel registration provides nationality; a registered ship that travels overseas has the protection of their flag state's government. "Your vessel effectively becomes a little floating part of that country, and the laws of that country apply on board. So, while registering in Poland to avoid going through the process might look appealing, things could get complicated if you end up having to deal with Polish law at some stage down the track!"

WHAT CONSTITUTES AN INSPECTION 'FAIL'? – MNZ says "An assessment is determined as failed when there is a deficiency in safety equipment, vessel seaworthiness or crew competency that has not or cannot be addressed before intended departure". In other words, a 'fail' is likely if there are unresolved structural issues and/or major shortcomings with required fixed equipment/safety gear, or a failure to meet any element of the crewing adequacy requirements.

VESSEL ASSESSOR COVERAGE – there are currently three assessors, 1. Tim Bingham, Bay of Islands and Whangarei, 2. Mark Rothwell, Greater Auckland and 3. Dave Duncan, Marlborough. In relation to onsite assessments for vessels outside these areas MNZ says, "They are currently required to travel to an assessor." So, if you are based in say, Tauranga, you will need to undertake the inspection in Auckland or Northland regions.

IVC STATUS SHOULD VESSEL HAVE TO RETURN TO NZ – MNZ says, "The certificate is valid for 60 days from issue for a single departure only." So, if a boat returns to NZ, it will require a new IVC to depart again. The cost may be reduced to $245 in some circumstances.

OFFSHORE REGISTRATION – the Guide states: "All New Zealand owned pleasure vessels going on an overseas voyage must be registered as a New Zealand ship with the Registrar of Ships under the Ship Registration Act 1992 under either Part A or Part B."

REVISIONS TO RULES – On the MNZ web page there is the advice that an online application form is being developed – it should be completed by the time you read this article.

CONCLUSION

The differences in requirements to obtain an IVC compared with Cat 1, beyond skipper's experience and qualifications, and some additional form filling, are minor. Possibly the biggest issue is vessels normally located outside the assessors' respective area having to travel to the assessor.

With their limited resources, MNZ highlighted the need to make applications and arrange inspections in a timely manner and not leave it all to the last minute. As always, if you need to attend Sea Survival and/or First Aid courses, make sure you book these well in advance.

MNZ also remind owners that they are a 'regulator' not an advisor, a role Cat 1 inspectors sometimes took in the past. So, if you are planning an offshore passage for autumn-winter 2025, lodge your application as soon as possible.

For more information visit www.maritimenz.govt.nz/recreational/boating-basics/taking-your-boat-overseas

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Galley Gourmet

with ROB DONLEY

Rob, already well known and loved amongst the Riviera Family as the Galley Gourmet Chef, Rob is now sharing his passion as an avid foodie, fisher, forager and lover to get in the galley, cook up a storm and share his boat friendly recipes.

Check out Galley Gourmet here: https://rmarine.nz/galley-gourmet/

Galley Gourmet

A collection of beautiful, fresh boat-friendly recipes by R Marine Flagship's Rob Donley.

The R Marine Flagship Gourmet Galley is all about family and lifestyle. Getting away on your boat for a day, a night, a weekend, or longer is your down time – your time to relax and enjoy all the good things in life. Whether you're alone or with family and friends, the smell of the ocean and fresh sea air is so good for the soul. Making the most of the season in your fridge or freezer and the ocean's bounty, we whip up some simple and sensational tastings for you to enjoy and entertain with. An inescapable part of any lifestyle, food – whether eaten purely as fuel, as vital nutrition, or as an enjoyable component of life itself – is key.

Whether enjoying the Sunday roast with family, a quiet romantic dinner for two, or celebrating the Christmas and Summer Holidays - food benefits our health and wellbeing in so many ways, directly and indirectly. As avid boaters and lovers of cuisine, we enjoy the whole process, from deciding what to eat to digesting it. To quote 20th Century author Virginia Woolf, "One cannot think well, love well, sleep

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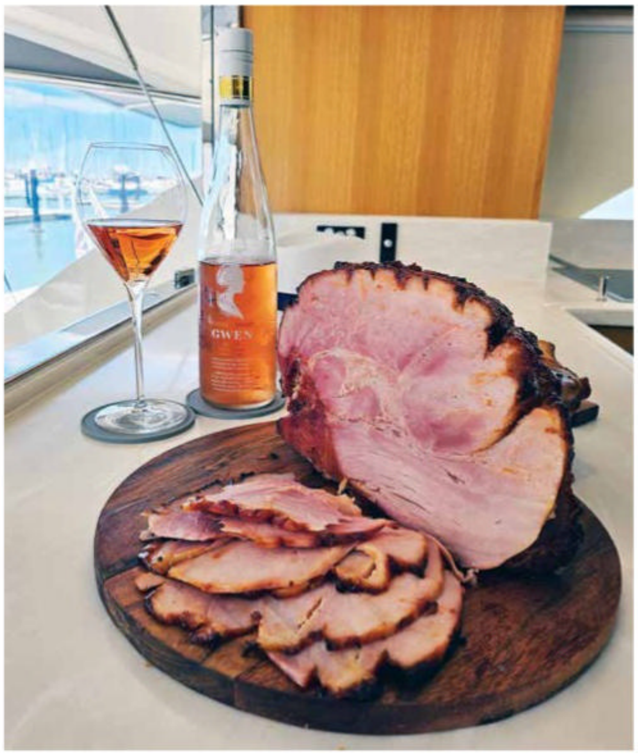
- An off dry and finely textured Syrah rosé.
- On the palate, gentle acidity and a slatey minerality make this a sophisticated drink that will work well as an aperitif or as a versatile food wine.
- This wine is already drinking exceptionally well.



well, if one has not dined well." For many of us, the ocean is our playground, work arena and food source. We live on, in, around and from our oceans

As we pack up the boat and prepare for our holiday on the water, a ham stashed away in the fridge will feed the family and guests for days!

Here's a great tasting traditional ham recipe to use this Christmas and over summer by R Marine Flagship.

A century old tradition, the humble Christmas ham is a rock-solid go-to in most Kiwi homes, and on board. As such, the supply and demand of the modern world now affords us the ability to purchase a ready brined, smoked, cooked, packed, chilled Christmas ham with very little fuss. The only thing to do is either glaze and reheat it, use it for cold cuts, or both. What follows with this recipe is a morning well spent in the Galley resulting in a simple but glorious meal for everyone. BNZ

UNCLE ROB'S CHRISTMAS HAM

Ingredients

- Ham (we prefer champagne ham, boneless)
- Maple syrup
- Chilli oil
- Lime marmalade
- Juice of one lime
- Smokey BBQ sauce (in lieu of your own smoker)
  The measurements are quite rustic (think bucket chemistry) and according to your taste.

Method

1. Whisk together maple syrup, chilli oil, lime marmalade, juice of one lime and smokey BBQ sauce.
2. We were looking for a sticky, smoky sweet-tart flavour with nice heat at the back end. So keep adjusting until that silky sauce suits your palate. Just remember to go further than you think with the flavour mix as when you cook the ham all the flavours soften out.
3. Once the glaze is made, skin your ham – often it is as simple as sliding your finger and/or thumb under the skin, preferably above the fat line, and gently peeling back the skin until all of it is removed.
4. Once circum-cut, run a knife diagonally across the top of the fat layer and into the meat at 10mm spacings and then again from the other end. You should end up with a nice square or diamond pattern across the top of the ham.
5. Place ham into a roasting dish and add half a cup of water.
6. Depending on how wet your glaze is, either pour or brush it onto your ham and then place the roasting dish on a low shelf into an oven at 160°C fan-forced for two hours.
7. Rule of thumb is 15 minutes for every 500g of ham. This ham was 4kg.
   Every 30 minutes add more glaze.
8. At the end you want to check internal temp with a probe. To be safe, ham should be circa 70°C.
9. Now you can cover and rest (the ham) for 10 minutes. Using the resting time wisely, pour yourself a large medicinal margarita or Bros'e.
   Four kilos of ham with a veg or a hearty salad should easily satiate a table of 10.

Meri Kirihimete from all of us to all of you!

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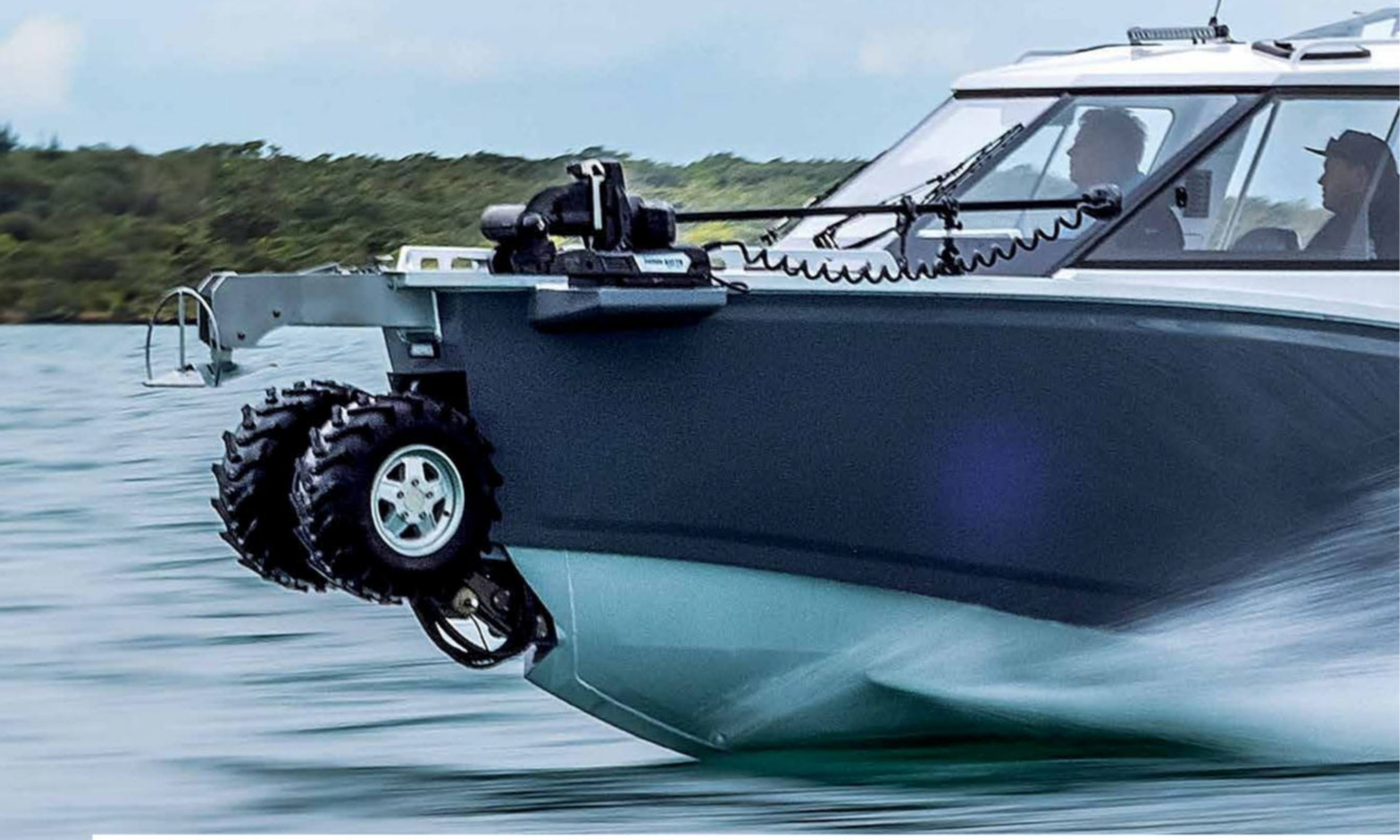
SURF & TURF

It seems the demand for amphibious vessels is showing no sign of softening, and with New Zealand manufacturers pioneering amphibious technology, more and more Kiwi boatbuilders are taking the plunge and adding amphibious options to their range.



Auckland-based aluminium boatbuilder Innovision is no exception, with the IV7000 Explorer reviewed on these pages the first of a range of Innovision amphibious options.

Designed by Simon Minoprio, with naval architecture by Brett Bakewell-White, Innovison's Explorer and Active models have proven popular with Kiwi boaters. They are now offered in new IV6200, IV7000 and IV8000 versions with Anura amphibious technology in either electric or petrol power.

The IV7000 Explorer is a hardtop model, open at the back, based on the Explorer 707 but with quite a few tweaks for amphibious duty, including a bit more volume in the hull to accommodate the extra weight and a revised entry. The transom design is new, as well, particularly the raised boarding platform, which allows unimpeded access from one side of the stern to the other and keeps your feet dry when fishing – and since this is the first amphibious craft in the range, development work is ongoing.

There's plenty to like about Innovision's boats, which have earned a reputation for exceptional ride quality in a range of conditions and meticulous build quality. The 7000 models hit a sweet spot between size and performance, including overall seaworthiness. Adding an amphibious system simply further boosts their versatility.

INNOVISION 7000

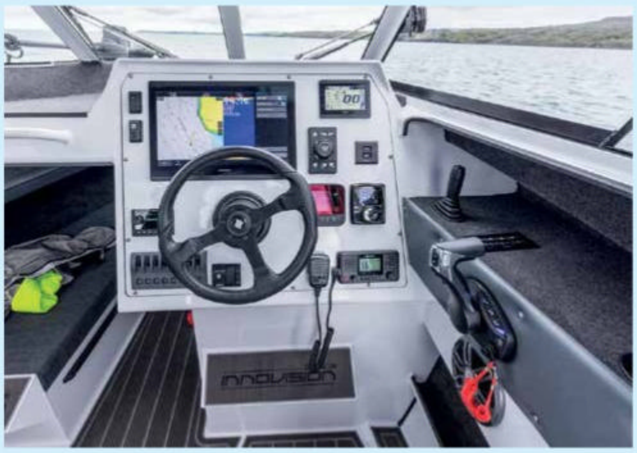
review

Innovision IV7000 Amphib

WORDS BY
JOHN EICHELSHEIM
PHOTOGRAPHY AND VIDEO
BY **ROGER MILLS** AND
INNOVISION BOATS

Customised to the owner's specification, this boat will call Hahei on the Coromandel Peninsula home. It's set up nicely for fishing, with plenty of rod holders, including rotating Exploding Fish Evo-360 through-gunwale models, a comprehensive transom bait station, and a well-designed aft platform and cage with drop-down rails doubling as boarding/dive ladders. The aft platform is easily accessed from the cockpit and its raised deck keeps the feet dry, while the cage rails provide support at thigh level, making it perfect for fishing.

With its typically high waist and distinctive sheerline (revised for this model), freeboard is ample, there's good toe-room right around the cockpit, plus electric reel outlets, deep

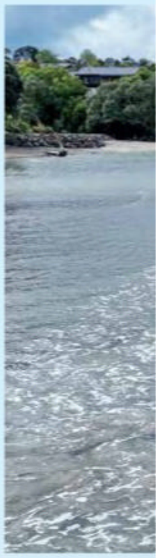


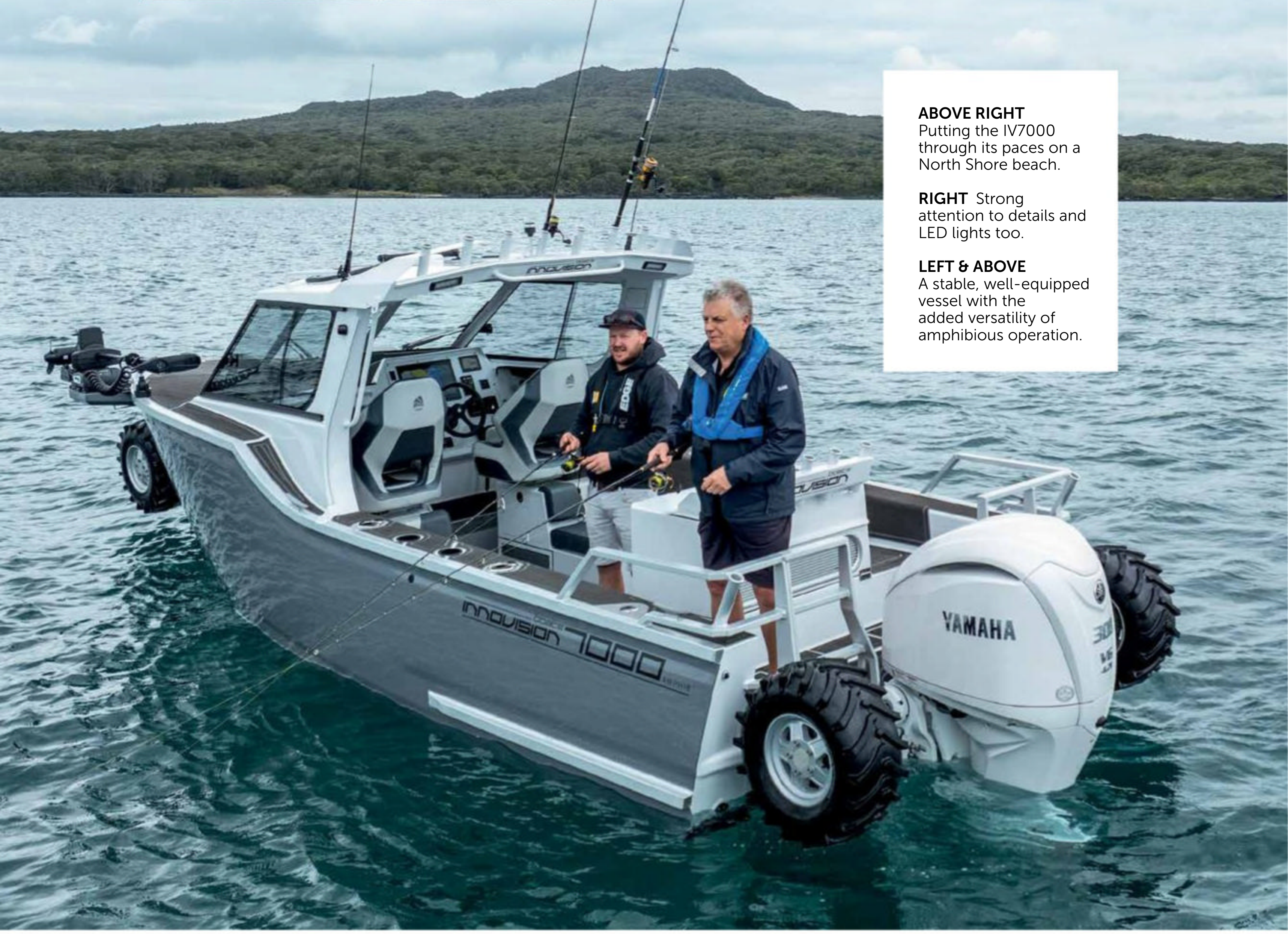
side-pockets, four cup/sinker holders, washdown facilities and the now familiar thigh activated, push-button hand washer on both sides.

The IV7000 Amphib's high-spec, fully-lined hardtop offers comfort as well as shelter from the elements. It's an open-backed design, but the roof extends far enough back over the cockpit to provide useful shelter without getting in the way of anyone fishing. There's LED strip-lighting in the ceiling, cockpit floodlights, a foredeck floodlight forward, and a decent grabrail on the back of the hardtop overhang, plus a substantial built-in, near vertical rocket launcher for up to eight rods. Grey BoatDek is used on the cockpit sole, stern platform, gunwales and coamings, side decks and foredeck, and there's provision for canvas drop covers to completely enclose the cockpit for storage or overnighting.

The practical interior layout is typically Innovision with a pair of comfortable swivelling Relaxn-branded bucket seats for the front seat passengers, upholstered in two-tone grey vinyl and adjustable fore and aft. Bolsters on both provide support when standing while underway. There's good dry storage in side-pockets, under the floor between the seats, under the front seats – there's a Dometic drawer-fridge beneath the helm seat – and under the lower rear seat on the starboard side; on the port side, a slide-out Icey-Tek bin does double duty as a rear facing seat.

A wide bulkhead opening provides access to the forward

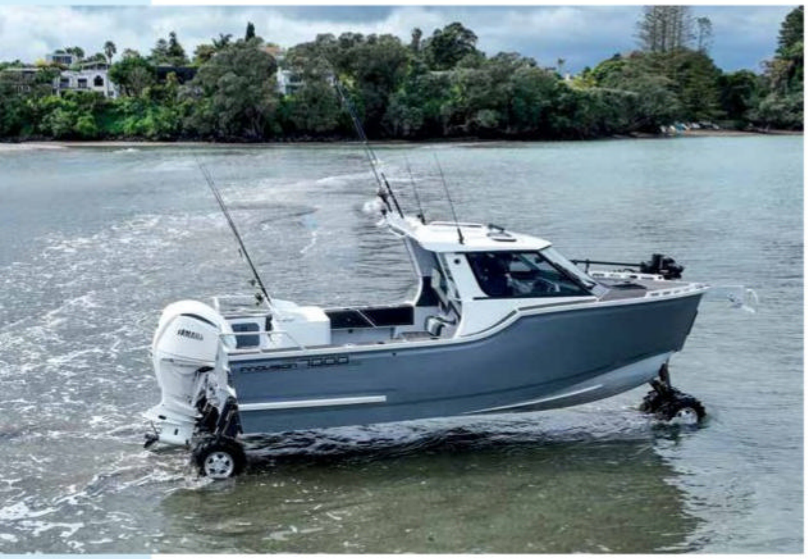


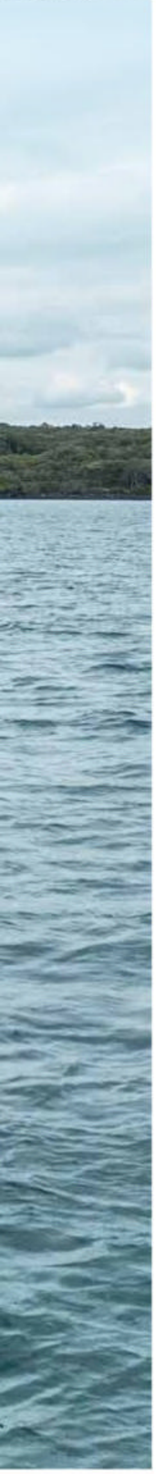


ABOVE RIGHT Putting the IV7000 through its paces on a North Shore beach.

RIGHT Strong attention to details and LED lights too.

LEFT & ABOVE A stable, well-equipped vessel with the added versatility of amphibious operation.





cabin with v-berths plus infill and provision for a toilet under the squab forward. There's storage under the berths, though batteries for the bow mounted Minn Kota Riptide Instinct trolling motor take up most of the space on the port side.

Unlike the hardtop, which is flooded with light from the cockpit and wrap-around windows, the forward cabin is windowless. However, LED lights provide good illumination. A hatch gives access to the foredeck with another in the forward bulkhead opening onto the anchor locker with its Lonestar GX2 drum winch (Sarca anchor). A privacy curtain is an option.

This vessel is fitted with Anura's S25 amphibious system designed for a payload of up to three tonnes. Power for the hydraulic pumps driving all four wheels is provided by an

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Innovision 7000

LEFT An understated colour scheme and stylish graphics work together well.

RIGHT Plenty of deck space.

OPPOSITE Sturdy rocket launcher. Tidy integration of Anura S25.

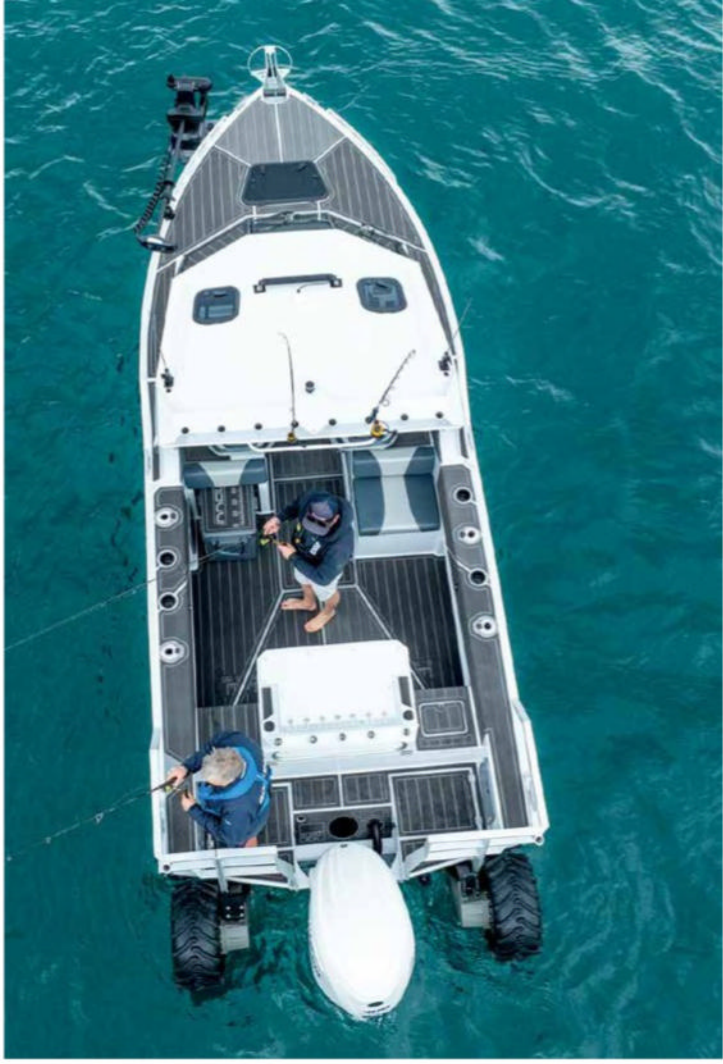
air-cooled Honda four-stroke engine; power on the water comes from a Yamaha 300hp V6 outboard.

The S25 installation and associated plumbing and electrics are very tidy. The engine and hydraulics take up little cockpit space, since the machinery, along with the usual complement of batteries, pumps and switches, are accommodated under the transom island/bait station, as well as the boarding platform behind it, which also provides a pair of underfoot wet lockers. The live bait tank is located under the starboard-side transom step-through, with a storage locker under the opposite step-through to port.

Access to the S25 system is good, but machinery is also well-protected from water ingress and salt spray. The Honda breathes through a grille in the transom wall aft and exhausts high up on the starboard side.

The Yamaha outboard's rigging is equally streamlined thanks to its digital controls and built-in electric steering. A single conduit houses all the wiring and fuel lines making for a very uncluttered transom and the engine's white livery matches the boat's painted colour scheme nicely.

On the water the IV7000 Explorer behaves much like any other Innovision,



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though there's no escaping it's heavier than its non-amphibious cousins. The Anura system adds nearly 500kg, with much of it situated aft – Honda engine, hydraulic pumps and a pair of large retractable wheels on solidly engineered forged aluminium legs. The rest (tandem wheels and a single supporting leg) is suspended under the bow. So, like most amphibious boats, there's quite a bit of extra weight at the ends of the hull, which can result in some pitching underway.

During our time with the boat, we controlled pitching by trimming the bow down, but Innovision has since slightly modified the hull and changed the propeller to provide extra lift aft, for better bow control and more efficient hydrodynamics.

The boat's weight certainly justifies bolting 300hp on the transom – Innovision's Simon Minoprio's rule of thumb is 100hp per tonne – and the Yamaha does an excellent job. But acceleration is measured rather than breath-taking. Nevertheless, during our test we cruised happily at 30 knots (4,600rpm), or 26 knots at 4,100rpm, according to the 16-inch Garmin 8416 dominating the large helm console. Top speed was around 35 knots with a full load of fuel (275 litres).

The helm console fascia also houses controls for the Zipwake trim systems, which was operated in automatic mode for our review, Fusion stereo, bilge pump and anchor, wiper-washers, a switch panel and the standard Yamaha digital display panel. The VHF radio is also by Garmin and the sonar module benefits from a 1kW transom-mounted transducer.

The helm console must also accommodate controls for the S25 amphibious system, but these take up very little space. The joystick is located to the side, in front of the Yamaha throttle and shift, there's a large stop-start button on the dash with push-button inputs for wheels up/down, plus a multifunctional digital display to monitor rpm, drive load and other S25 parameters.

On the Innovision 7000 Amphib, the amphibious tech feels very well integrated...

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S25 6.5 to 8.0m
S30 8.0 to 8.5m
S35 8.5 to 9.0m
S45 9.0 to 10.0m

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ANURA
AMPHIBIOUS TECH NEW ZEALAND

> It’s easy to see why demand for these vessels is growing.

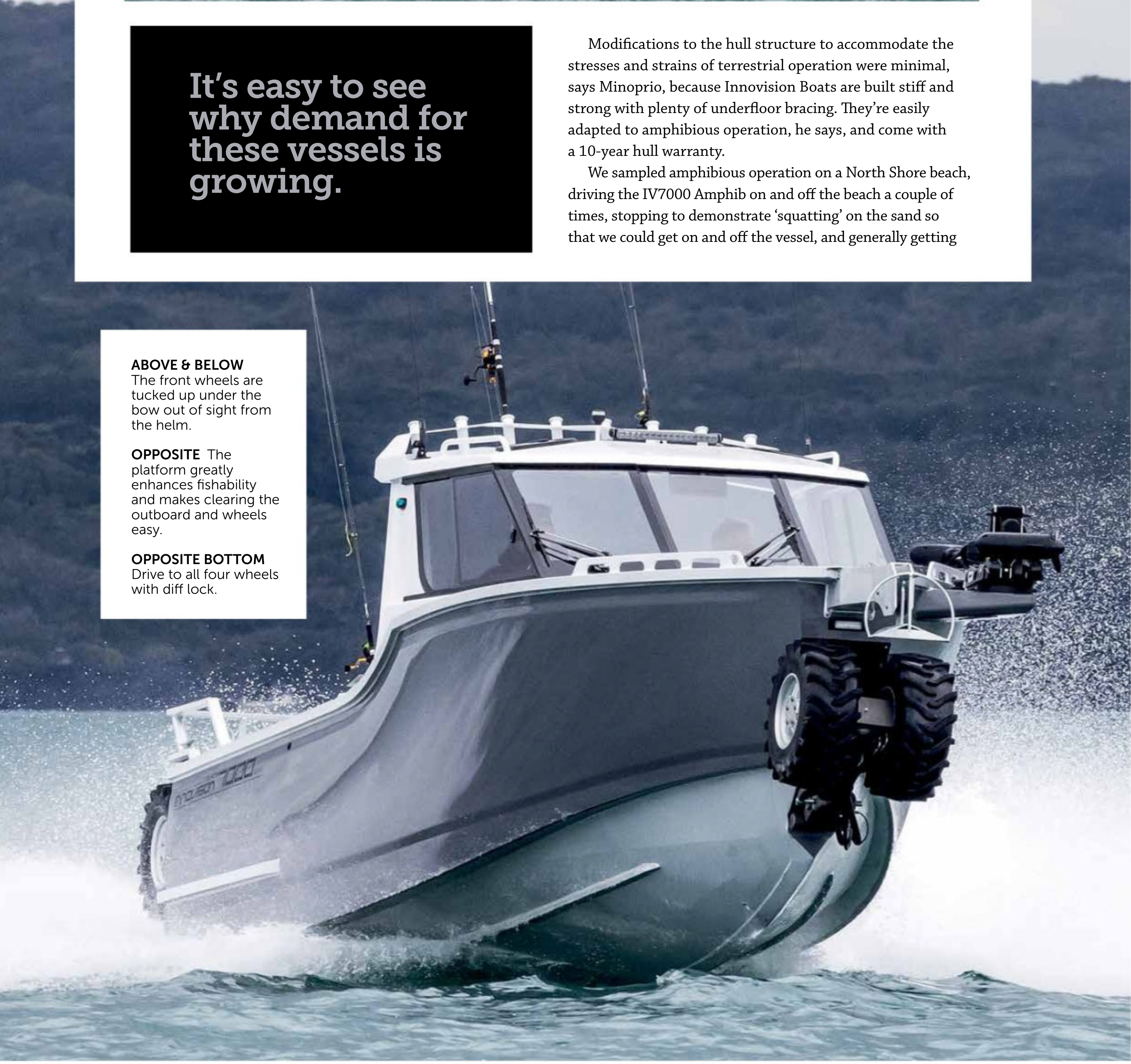
Modifications to the hull structure to accommodate the stresses and strains of terrestrial operation were minimal, says Minoprio, because Innovision Boats are built stiff and strong with plenty of underfloor bracing. They’re easily adapted to amphibious operation, he says, and come with a 10-year hull warranty.

We sampled amphibious operation on a North Shore beach, driving the IV7000 Amphib on and off the beach a couple of times, stopping to demonstrate ‘squatting’ on the sand so that we could get on and off the vessel, and generally getting

ABOVE & BELOW The front wheels are tucked up under the bow out of sight from the helm.

OPPOSITE The platform greatly enhances fishability and makes clearing the outboard and wheels easy.

OPPOSITE BOTTOM Drive to all four wheels with diff lock.



innovision

to grips with the S25 controls. With drive to all four wheels and a 'diff lock' function, traction is excellent across a range of surfaces. That was good, because to access the beach at mid-tide we had to traverse a partially submerged bank of soft sand. No problems – diff lock, engaged manually from the panel on the dashboard, sends torque equally to all the wheels. For safety, the wheels brake automatically when stopped.

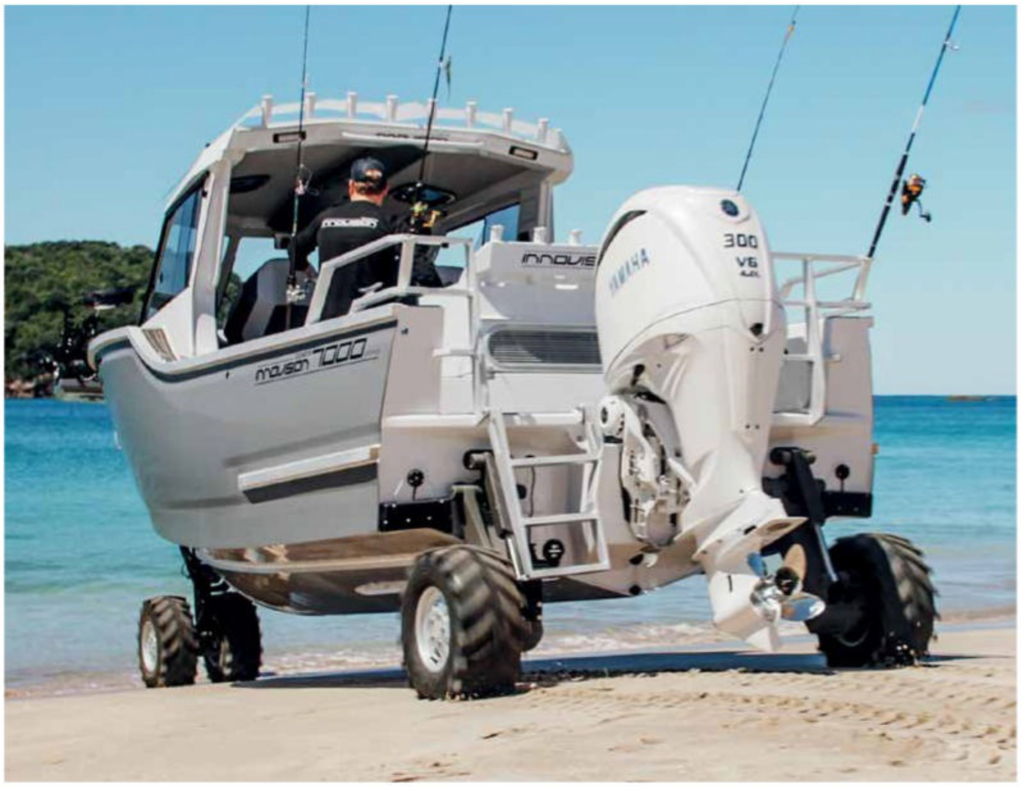
It's fair to say that Anura's S25 system is extremely simple to operate, and the controls are straight-forward and intuitive. The user interface provides an intuitive control by wire experience with detailed system telemetry via the LED display.

There's a large stop-start button for the S25 motor – engine revolutions are modulated automatically to provide sufficient hydraulic power to the wheels.

Wheels up or down is a simple one-touch push-button operation while a bow camera displays the position of the front wheels on the Garmin MFD (they are tucked in under the bow and invisible from the helm). An audible beep lets you know when the wheels are fully down and up. In terrestrial mode, selecting forward and reverse, as well as speed, is controlled by the joystick – push it forward to go ahead and to go faster, back for reverse. The wheel is used to steer.

On the Innovision 7000 Amphib, the amphibious tech feels very well integrated, adding a new level of versatility and functionality to an already very accomplished vessel. For an ICE system, it's also very quiet.

In engineering the IV7000 to amphibious duty, Innovision has hardly compromised its utility for fishing/diving, family boating, or any other duties. Amphibious capability is a welcome bonus, allowing the vessel to operate independently of boat ramps, land on remote beaches, and provide transport to and from coastal properties like the owner's in Hahei. The advantages easily outweigh any potential drawbacks. Innovison can even offer a variety of road trailers, if required. It's easy to see why demand for these vessels is growing.



Innovision IV7000 Amphib

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HIGHLIGHTS

Excellent fishability, minimal intrusion from Anura amphibious system

High quality build, fitout and finishing

Amphibious system very well integrated, easy to operate and very quiet

SPECIFICATIONS

loa 7.6m
loa incl. engine 8.5m
beam 2.55m
bottom 6mm aluminium
side & deck 4mm aluminium
deadrise at transom 19°
fuel capacity 275 litres
tow weight, alloy trailer: 3,500kg approx
hp 250-35
cruise speed 25-30 knots
max speed 35 knots
max speed, land 7kph

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feature

South Island roadtrip Part 1

SOUTHERN SUMMER ROADIE

PART 1

WORDS AND PHOTOGRAPHY BY **TOM FRASER**

115
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FI-GLASS TRAILERS

BELOW Another chapter in our memorable summer road trip.

OPPOSITE The writer grew up camping, fishing, hunting, jet-boating and water-skiing around the Southern Lakes.

The look on Anna's face as we cruised along Piopiotahi Milford Sound said it all: she was mesmerised. The water was flat, not a cloud stirred, and Mitre Peak dominated the skyline above us. It was clear from studying her face that the long drive to get here had been worth it.

After earlier launching at the small boat ramp in Freshwater Basin we soaked up the scenery and cruised slowly into the sound itself. A group of sea-kayakers was making use of the flat, calm water and were well and truly dwarfed by the surrounding peaks while over the VHF we could hear the tourist boats preparing for their first tours of the day. A couple of aluminium hardtop trailer boats were astern of us, and having spoken to their crews at the ramp, we knew they were away for a few days, heading south towards Sutherland Sound and chasing tuna.

Our goals were less lofty – Anna had only been to Milford on wet, stormy days and she simply wished to explore this scenic gem on a sunny day. Our 16-year-old son Angus was keen to explore too and have a fish and a dive. Having been to this area many times, I was only too happy to show them how special it was.

Our Milford boating experience was another chapter of a memorable summer road trip that had started two weeks earlier when we headed south from our home near Christchurch.

We'd been fortunate to secure accommodation at Lake Tekapo/ Takapō and then at Queenstown and had decided to use both as

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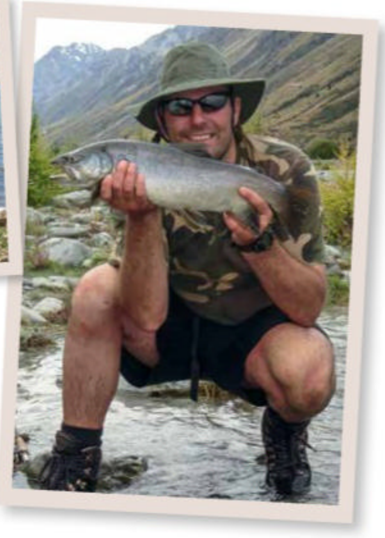
We're no strangers to many of these southern lakes; I grew up camping, boating, fishing and hunting around them...

bases to get out and explore some new boating destinations, as well as re-visit some old haunts. Our three sons planned to join us at different times and locations as they juggled their own hectic summer social lives with spending some time with their old man and old lady.

We're no strangers to many of these southern lakes; I grew up camping, boating, fishing and hunting around them and have continued to visit regularly over the years. Surrounded by the Southern Alps and flanked by golden tussock lands, these deep, cool waters offer boaties the opportunity for diverse experiences. Strike it right and they can be simply breathtaking but, in the presence of the prevalent westerly/north westerly wind, the lakes have the potential to be downright dangerous. They can be whipped into a frenzy in a very short time and large



ABOVE Cruising on Lake Tekapo with the Godley Valley behind; Lake Benmore offers something to all family members; Tekapo provides good fishing;.

RIGHT Tourist at Milford; Lake Tekapo foreshore.

swells can roll menacingly the length of each lake to smash onto rocky shores. Even in the height of summer boaties need to take the wind and weather into consideration. This is an alpine region, and the weather can change dramatically in a very short time.

Lake Tekapo township has experienced huge growth over the past 20 years; no longer is it a sleepy backwater to stop for a pie and a toilet break on the way to more exciting destinations further south. The town has a huge range of amenities and accommodation options and new homes have sprung up out of subdivisions scraped out from the tussock. It still maintains its place at the top of every tourist's 'must do' list and can be incredibly busy over the summer holidays. Most readers will have seen images of the lake and perhaps marvelled at its distinctive colour. In fact, Lakes Tekapo and Pukaki get their distinctive blue colour from glacial flour – a fine silt of pulverised rock

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suspended in the water that reflects blue light and gives the lakes their luminous appearance.

The boat ramps here leave a lot to be desired, but that is, in large part, due to the fluctuating levels of this important hydro lake. It can rise and fall many metres over the course of each year. One ramp, closest to town and the lake's outlet, is very long, narrow and steep when the water is low. The more popular concrete ramp close to the boat club headquarters and camping ground is often devoid of the most basic necessity – water. That means most boats are launched directly off the firm shingle beach and vehicles and trailers simply left close by. The beach here is very popular and busy, particularly as it's a designated waterski/watersports zone. There's also a swimming and canoeing area and, being sheltered, it is a popular family spot.

Another basic boat ramp on the lake's eastern shoreline, just a few minutes from the township on the Lilybank Road, is also popular and provides easy access to another watersports zone. As mentioned, it's important to remember that the water level can fluctuate and hazards may not always be clearly visible.

Jetboats are popular in these parts – hardly surprising given they were invented just along the road at Irishman Creek Station by Sir William (Bill) Hamilton back in the early 1950s. The lakes are popular for jetboating; so too the large, braided and glacial rivers that flow into them, including the Godley, Tasman and Dobson.

We utilised the good weather to boat the width and length of the 83km^2 lake; fishing off river mouths, picnicking on Motuariki Island, and wakeboarding in the shadow of Mt John Observatory.

Tekapo and its environs offer some first-class trout and salmon fishing. The lake itself can be very productive, so too nearby streams and tarns (small alpine lakes). The hydro canals running through the area have become immensely popular destinations for anglers wishing to chase trophy fish. Angus, who is learning the art of fly-fishing, spent some wonderful time on the shores of Lakes Alexandrina, McGregor and Poaka, as well as on the banks of some mesmerising small high-country streams.

About an hour south of Tekapo is Twizel with a permanent population of 1,700 but swelling to many times that number every holiday. Over the summer holidays, it heaves with visitors! The town was founded in 1968 to house construction workers on the Upper Waitaki Hydroelectric Scheme, and despite initial plans for it to be disestablished at completion of the scheme, it remained. Like Tekapo, it too has experienced huge growth over the past 20 years.

Twizel is just minutes from Lake Ruataniwha and about a 15-minute drive to the top of Lake Benmore, New Zealand's largest artificial lake, created as part of the Upper Waitaki Hydroelectric

Tekapo and its environs offer some first-class trout and salmon fishing.

Project. Construction of Benmore Dam, the country's largest earth dam, was approved in 1957 and the lake was filled in December 1964.

I have many fond memories of skiing, fishing and exploring Lake Benmore with the family in our Fi-Glass Scamps and Cavaliers back in the 1980s and 90s before the lake was 'discovered'.

These days, hundreds of boats launch daily at spots like Ohau C, Falstone, Haldon Boat Harbour and Sailor's Cutting. And, while the lake is huge, with several distinct geographical areas, it can get very busy on the water – as well as at the boat ramps. Nonetheless, it is a stunning waterway to explore. A key component of its attractiveness as a boating destination is the high number of small, isolated beaches where people congregate for day excursions. Here, they'll shelter under trees and gazebos and ski, fish, swim and picnic to their hearts' content.

The lake has an area of about 75km^2 and a shoreline 116km long that consists of two arms: the Haldon Arm which is fed mainly by the Tekapo, Pukaki, Twizel Rivers, plus the Ōhau Canal; and the Ahuriri Arm, fed mainly by the Ahuriri River. These arms are separated by a narrow, winding section that used to be the gorge of the Ahuriri River before it was flooded to create the lake. With it's almost desert-like, steep hilly sides, the gorge is a fantastic place to visit.

While Benmore can provide some great fishing for trout and landlocked salmon at times, the Christmas-New Year holiday season isn't generally one of them! Quite simply, there are too many boats and too many people. It's also important

CLOCKWISE FROM TOP LEFT: Scoping for deer above Lake Tekapo, One of Ruataniwha's many small ramps; Picknicking on Lake Benmore; Cruising on Lake Benmore with Aoraki Mt Cook in the background; Kneeboarding on Lake Tekapo, Two Thumb Range in the background

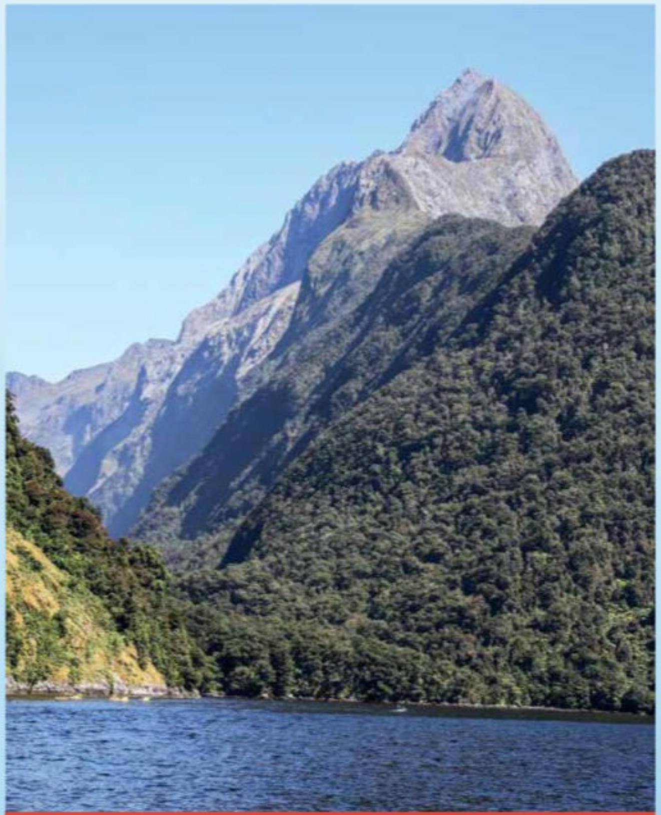
BELOW Milford Sound.

to note that there are some very shallow parts of the lake, particularly close to its head, across to the Haldon Boat Harbour, and down to Black Forest Station.

As expected, nearby Lake Ruataniwha was immensely popular over the holiday period; the camping ground was packed with guests and the lake shore was gently splashed by endless wash from the many outboards, jetskis and jetboats. This small 3.4km^2 lake was formed by the Ministry of Works as part of the Upper Waitaki Power Project between 1977 and 1981 in a gorge created by the Ōhau River.

The lake was developed into a major recreational resource with a large number of trees, a rowing course and the holiday park. However, this was not planned as part of the hydroelectric project and instead came about as a public service on the instructions of Max Smith, the locally-based Project Engineer. This initiative infuriated the Wellington bureaucrats and Smith was subsequently forced into retirement. Forty years on, his foresight must be acknowledged and celebrated because the lake has developed into a wonderful recreational asset. Not only are there small, sheltered and somewhat quaint boat ramps on the northern side for boaties, but there are also other sheltered areas for swimmers and non-powered craft, as well as the world-class rowing facilities.

We've spent plenty of time on this lake and it was an easy decision to leave the crowds and keep travelling. So, we continued south of Twizel for 10 minutes before turning to the right and heading west towards Lake Ōhau.



FURTHER INFORMATION

You can follow the writer's boating adventures via the @nzboatie account on Instagram, TikTok and Facebook.

ABOVE Sea kayakers are dwarfed by Mitre Peak.

BELOW The writer's Fi-Glass Lightning *Discovery* at the entrance to Milford Sound.

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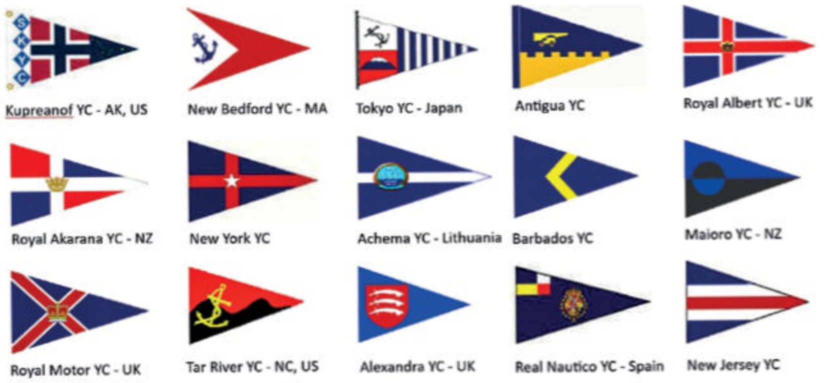
A VERY BRIEF HISTORY OF ...

WORDS BY **TOM O'NEIL** PHOTOGRAPHY **SUPPLIED**

WELCOME TO 'A VERY BRIEF HISTORY OF...' RESEARCHING THE HISTORY OF EVERYDAY MARINE TECHNOLOGY, INNOVATION AND EVENTS KIWI BOATIES LOVE (OR LOATHE).

Strange little flags...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Tokyo YC - Japan
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New York YC
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Barbados YC
Maioro YC - NZ
Royal Motor YC - UK
Tar River YC - NC, US
Alexandra YC - UK
Real Nautico YC - Spain
New Jersey YC

Every yacht club has its own burgee, but their use was once much broader.

If you have spent any time on the water, you would have come across a wide range of different coloured (and sometimes quite ornate) little triangular pennants. Known as 'burgees' (pronounced 'bur' + 'jee') they are usually designed to display membership to a particular sailing or cruising club. How did these peculiar little flags become part of our established marine world?

SHIPPING LINES

The history of burgees began in the 19th century when ship-owners custom-designed their own unique flag that would normally fly from the top of the ship's tallest mast. These were exclusive to each ship, allowing them to be recalled to land by a corresponding flag signal ashore. Over time these flags became associated with specific shipping lines, allowing them to be more easily recognised from a distance.

THE FIRST CLUB BURGEES

The first club burgees date back to 1875 when privately-owned boats of the North German Regatta Club flew a club flag, not so much for loyalty, but to draw a customs exemption from officials at the Port of Hamburg. This idea caught on and other clubs designed their own unique burgee flags to represent their

> Today burgees are now widely used by yacht clubs, senior club officers, sailing organisations, and boaties all around the globe.

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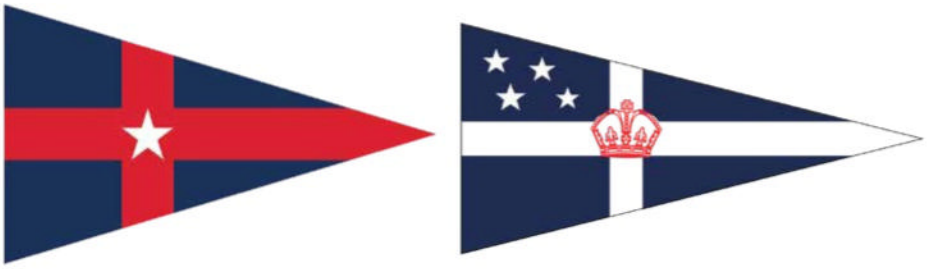

ABOVE Burgee of the New York Yacht Club, left, and our own Royal New Zealand Yacht Squadron, right.

LEFT Not all burgees are triangular. This rectangular pennant is from Bora Bora Yacht Club.

organisation and distinguish their members on the water. Over time the burgee became a source of genuine pride for yacht club members and symbolised both friendship and a genuine passion for sailing.

In these early days, burgees were usually made of wool and hand-sewn. Their designs were often very basic and reflected the club's identity through their colours and symbols.

CURRENT USAGE

Today burgees are now widely used by yacht clubs, senior club officers, sailing organisations, and boaties all around the globe. As well as this, major sailing events (such as the America's Cup) have their own unique burgees with these pennants representing the event and flown by vessels to symbolise their involvement. Burgees from historical yacht clubs or significant sailing events are highly prized and have become serious collector's items among sailing and marine enthusiasts.

Coming in hundreds of different types and styles, burgees are a highly colourful, symbolic and eye-catching way to highlight club membership. While most are a triangular shape, some have a swallow tail or are a standard rectangle. The Bora Bora Yacht Club's burgee is a good example of a rectangular pennant.

FLAG OFFICERS

Depending on the club, officers may fly various burgees appropriate to their rank. For example the Commodore of the Royal New Zealand Yacht Squadron may display a swallow-tailed version of the club burgee, with the Vice and Rear Commodores flying the same, while also including a white (Vice) or red (Rear) ball at the bottom left of the flag. While similar in design to the Commodore's flag, the Past-Commodore's flag is rectangular and has a white Maltese Cross in the lower left.

PERSONAL BURGEES

While personal burgees are not very common in New Zealand they have been designed and flown for over one hundred years. Similar to rank burgees, personal burgees are distinct to the owner and are usually swallow-tailed.

FLYING THE FLAG

Usually sailing vessels fly the burgee either from the main masthead or from a halyard under the lowermost starboard spreader, with powerboats flying their burgee off a short staff at the bow. However it is important to understand that many clubs have some serious etiquette in regards to presenting their colours, so always determine the proper way to fly the flag prior to hoisting and heading out. BNZ

NEXT TIME Next issue Tom takes a look at the history of distress signals, including the origin of the SOS.

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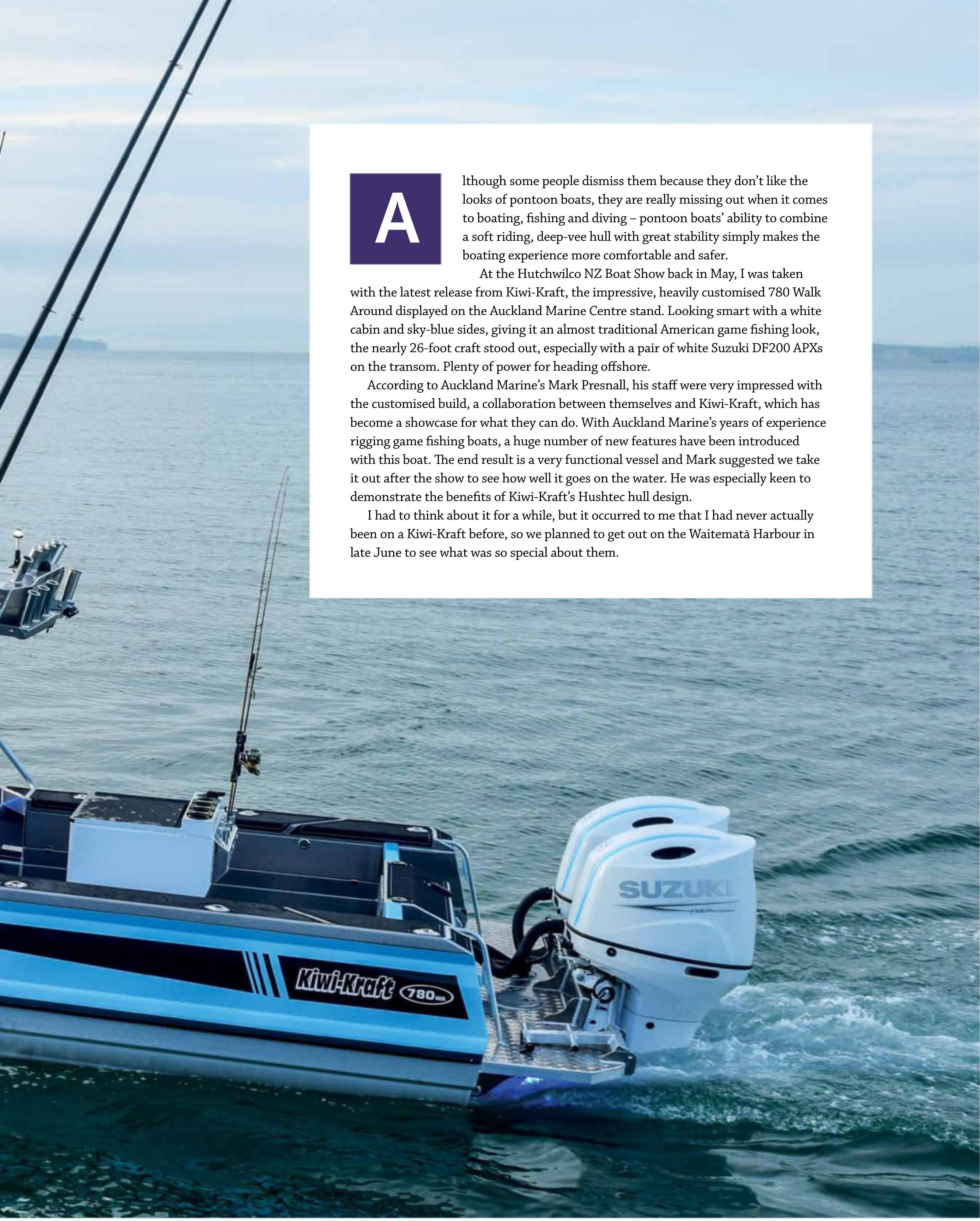
review

Kiwi-Kraft 780WA

WORDS AND PHOTOGRAPHY BY **MATHEW HEWETSON**

KIWI TREAT

Pontoon alloy boats are seriously good sea handling vessels. I should know, having fished out of many such boats of different makes, designs and sizes in 20 years of working in marine media.

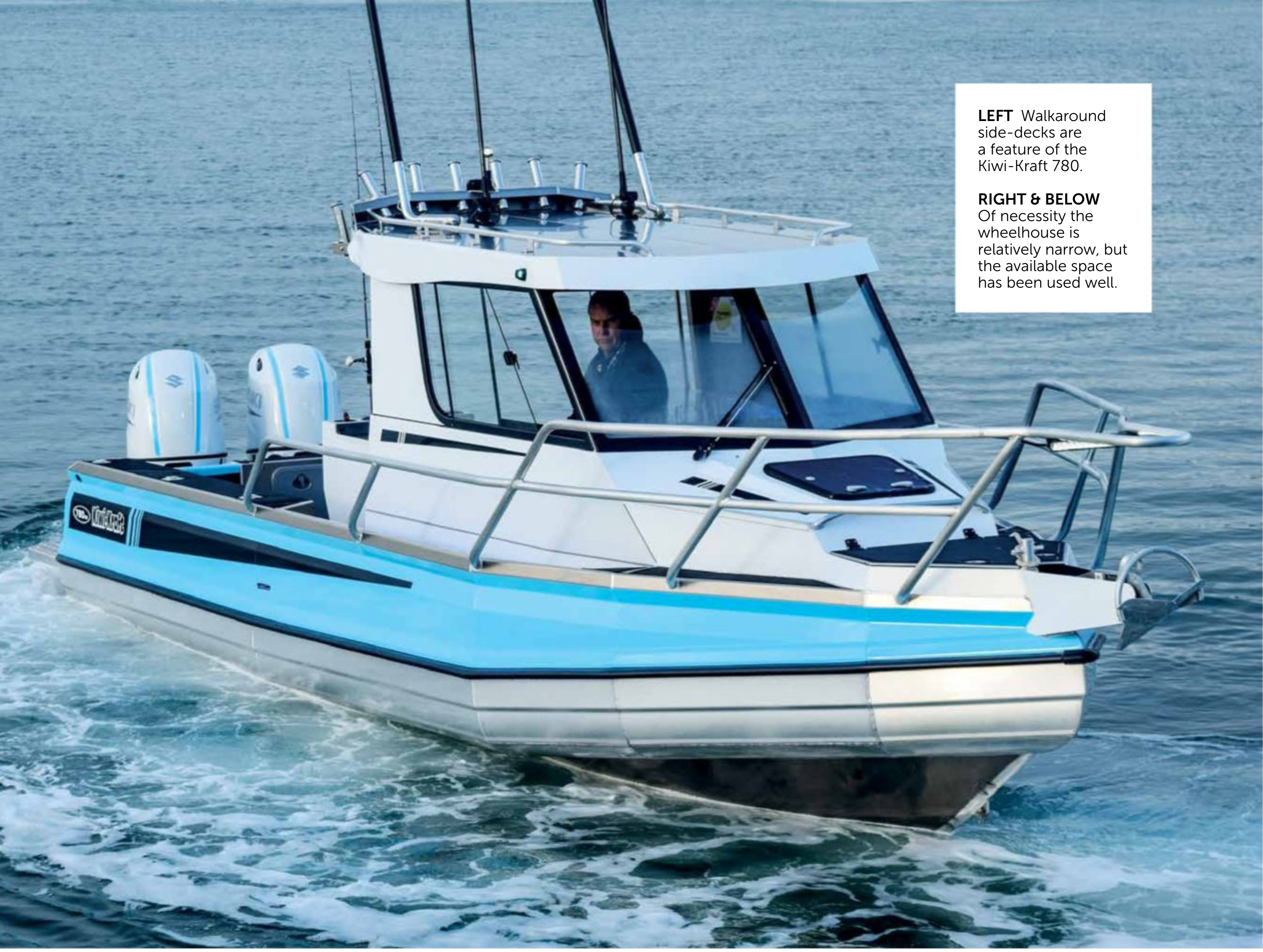


Although some people dismiss them because they don't like the looks of pontoon boats, they are really missing out when it comes to boating, fishing and diving – pontoon boats' ability to combine a soft riding, deep-vee hull with great stability simply makes the boating experience more comfortable and safer.

At the Hutchwilco NZ Boat Show back in May, I was taken with the latest release from Kiwi-Kraft, the impressive, heavily customised 780 Walk Around displayed on the Auckland Marine Centre stand. Looking smart with a white cabin and sky-blue sides, giving it an almost traditional American game fishing look, the nearly 26-foot craft stood out, especially with a pair of white Suzuki DF200 APXs on the transom. Plenty of power for heading offshore.

According to Auckland Marine's Mark Presnall, his staff were very impressed with the customised build, a collaboration between themselves and Kiwi-Kraft, which has become a showcase for what they can do. With Auckland Marine's years of experience rigging game fishing boats, a huge number of new features have been introduced with this boat. The end result is a very functional vessel and Mark suggested we take it out after the show to see how well it goes on the water. He was especially keen to demonstrate the benefits of Kiwi-Kraft's Hushtec hull design.

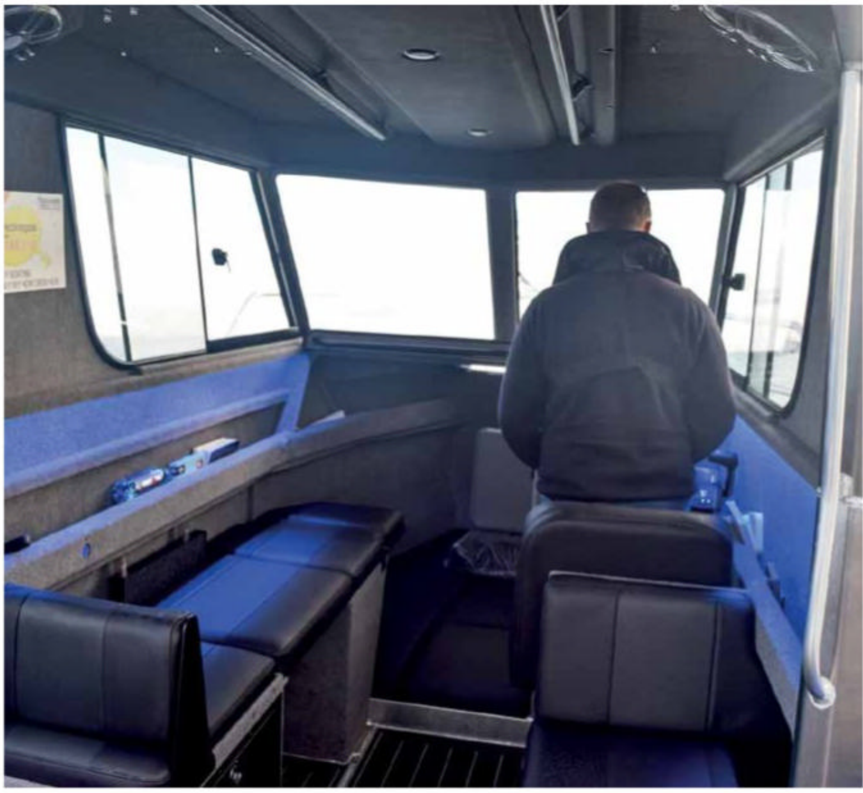
I had to think about it for a while, but it occurred to me that I had never actually been on a Kiwi-Kraft before, so we planned to get out on the Waitematā Harbour in late June to see what was so special about them.



LEFT Walkaround side-decks are a feature of the Kiwi-Kraft 780.

RIGHT & BELOW Of necessity the wheelhouse is relatively narrow, but the available space has been used well.

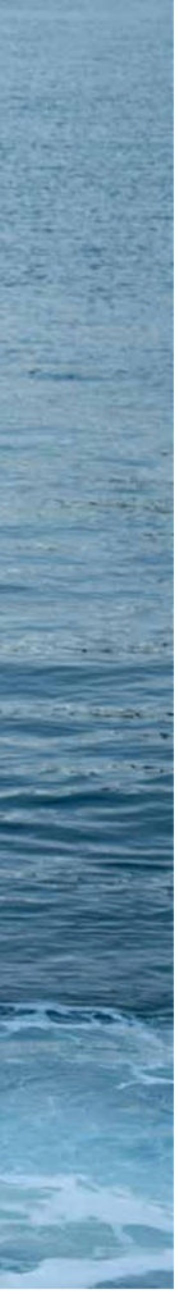
> **...you can't help but be impressed by all the features, the level of finish, and the fine detail.**

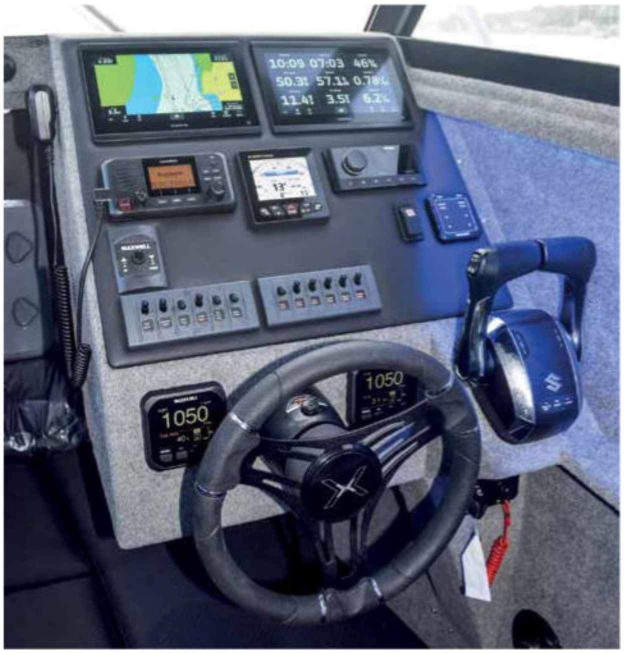


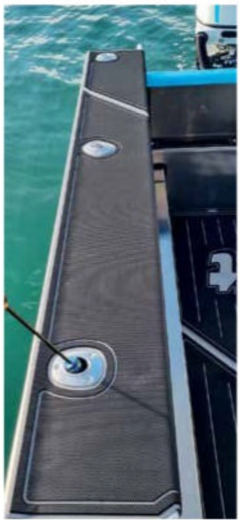
ROUGH CONDITIONS

Mark wasn't looking for a day that was calm, as tends to be usual for boat reviews – he wanted me to experience the big Kiwi in conditions that would really demonstrate why these are regarded as one of the best rough water boats around. Lumpier water conditions would better illustrate the commercially rated Hushtec tube design's soft ride.

A weather window arrived where the wind was variable in the morning but rising to 25 knots in the afternoon. We launched the 780 off a very solid, electrically-braked Mudgeway tandem trailer and made our way, via Motuihe Channel, to







Motutapu Island to get photos and drone footage while the wind was down.

Heading over to the island with another new Kiwi-Kraft, a 505 Cuddy, alongside as support boat, Mark wanted to show me the upper speed of the 400hp twin Suzuki-powered package. It's equipped with fly-by-wire controls that integrate with the new Suzuki-Furuno Fish Hunter system, which provides spot lock, cruise control and sabiki lock. We rapidly hit 43.5 knots, which was impressive for a boat with a tow weight of 3,100kg (approx.). With more speed to spare, we backed off to a real-world cruising speed of 21 knots at just 3,450rpm burning 15.9 litres per hour in total. This is a good speed and fuel burn figure for a big boat, so the 350-litre fuel tank should provide plenty of range when heading out wide to fish offshore or when trolling for game fish.

Walking through the boat and photographing the details, I couldn't help but be impressed by all the features, the level of finish, and the fine detail. It has everything a keen angler needs for a serious fishing trip. Rod storage is extensive – on the roof in a fold-down, easy access rocket launcher at the rear of the cabin top; lockable game rod storage in the side pockets for up to three game rods and reels per side; a rod holder that stows under the floor when not storing rods

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cpcstandard.com

when trailering (it cleverly relocates to the transom); rod holders on the central bait station; and standard through-coaming rod holders.

The custom seating arrangement sees the helm seat slide out to the middle of the dash or retract back again to create more room in the cabin. There is a fold-away table and infill with custom drawers to house fishing reels and tackle boxes, moveable (reversible) backrests and very comfortable fold-away leg-rests for those long days towing lures.

The electronics package is substantial, featuring twin Garmin 953 displays with a 1kW TM275LH-W transducer with GSD 25 premium sonar and GMS 10 network port expander, Garmin VHF, Fusion stereo with two 6.5-inch speakers, as well as the Furuno autopilot integrated into the Suzuki Fish Hunter system.

There is the usual complement of grab rails for a Kiwi-Kraft, the positioning of which have been very well thought out,

ABOVE
The boat is set up for fishing with ample rod storage, tackle drawers and a transom sink.

FAR RIGHT
The foredeck has a small casting platform.

RIGHT
Twin engines are an option.

BELOW
The Hushtec hull's ride and handling impressed.

sliding windows, and a windscreen wiper. The centrally-located transom bait station is an option and contains a large sink, large storage drawer, room for an Icey Tek chilly bin underneath, a washdown hose and plenty of cup/sinker holders. The boat has a flush toilet up front and a removable fridge/freezer unit from Dometic, which slides out for easy access and can be removed when camping. The boat is fully game-rigged with Kilwell Swinger bases and poles.

Both stylish and practical, the lighting upgrades on the boat work well. Narva has supplied LED strip-lighting inside the cabin and under the walk around, along with additional cockpit and cabin lights, front spotlights and side lights mounted on the bow to light up jetties when leaving or returning in the dark.

The amount of gear aboard this Kiwi-Kraft will satisfy the most discerning fisher, and the ability to easily access a very useable front casting platform in the bow via the vessel's wide walk-around will be appreciated by lure casters. The platform covers the cleverly recessed Maxwell RC8 winch, so there's no clutter to interfere with the topwater action.

WIND ARRIVES

With all the photos and drone footage out of the way, it was nearing midday and the sou'west wind was picking up. We headed to the infamous Motuihe Channel on an incoming tide – the ideal place to test any vessel in some very messy wind against tide conditions. We were greeted by a good chop with whitecaps and wind that was picking up past 20 knots, but we didn't even slow down, instead heading straight through the channel at speed.

Kiwi-Kraft 780
SUZUKI

The amount of gear aboard this Kiwi-Kraft will satisfy the most discerning fisher...

The boat laughed off the conditions, and we marvelled at how comfortable the ride was in such a messy sea.

The way Kiwi-Kraft's Hushtec hull and tube design performed in such conditions had to be experienced to be believed – the ride was smooth and soft with no pounding, even when, upon looking around at the sea state, your brain was telling you "this should be uncomfortable."

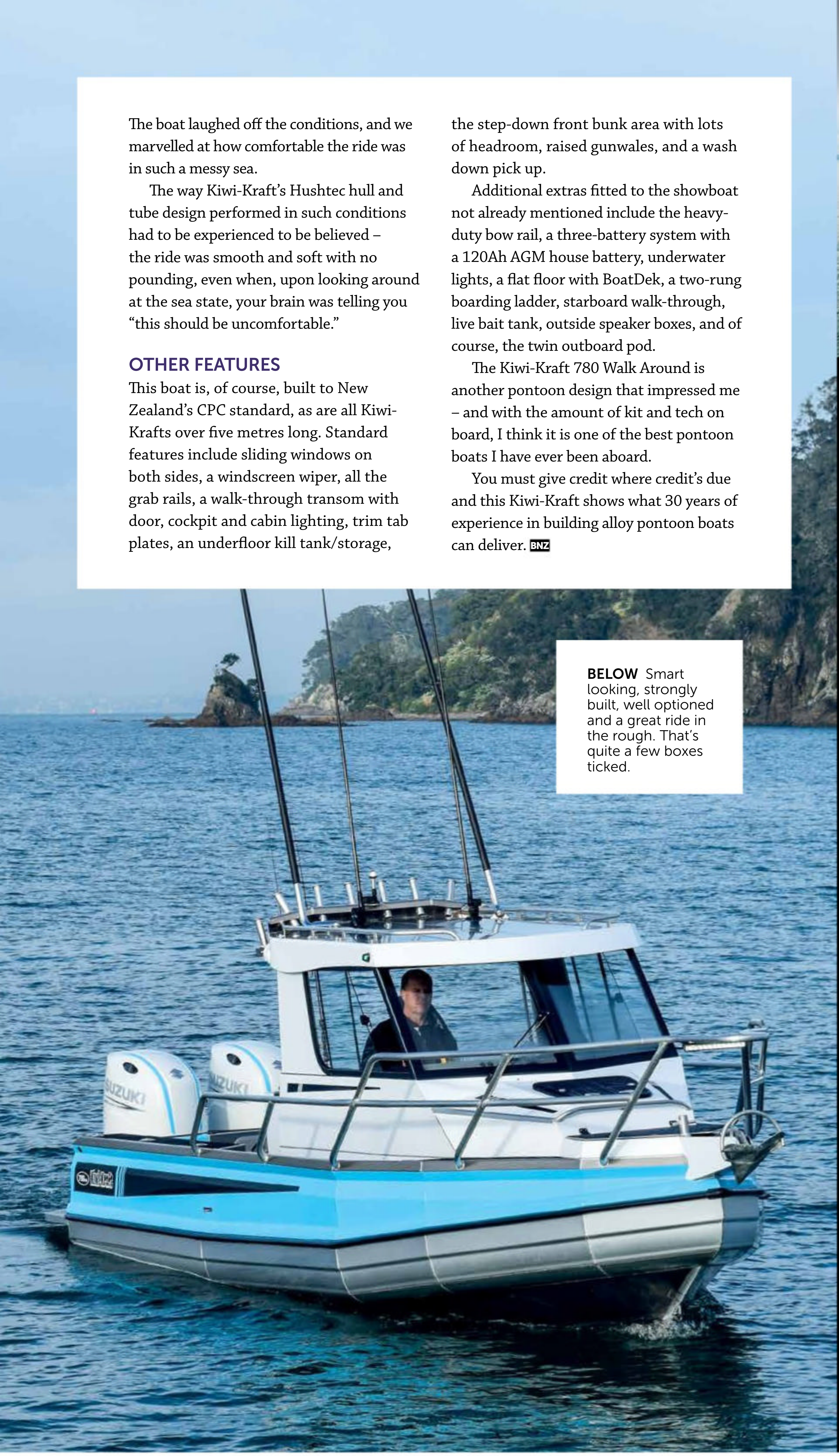
OTHER FEATURES

This boat is, of course, built to New Zealand's CPC standard, as are all Kiwi-Krafts over five metres long. Standard features include sliding windows on both sides, a windscreen wiper, all the grab rails, a walk-through transom with door, cockpit and cabin lighting, trim tab plates, an underfloor kill tank/storage, the step-down front bunk area with lots of headroom, raised gunwales, and a wash down pick up.

Additional extras fitted to the showboat not already mentioned include the heavy-duty bow rail, a three-battery system with a 120Ah AGM house battery, underwater lights, a flat floor with BoatDek, a two-rung boarding ladder, starboard walk-through, live bait tank, outside speaker boxes, and of course, the twin outboard pod.

The Kiwi-Kraft 780 Walk Around is another pontoon design that impressed me – and with the amount of kit and tech on board, I think it is one of the best pontoon boats I have ever been aboard.

You must give credit where credit's due and this Kiwi-Kraft shows what 30 years of experience in building alloy pontoon boats can deliver. BNZ



BELOW Smart looking, strongly built, well optioned and a great ride in the rough. That's quite a few boxes ticked.

Kiwi-Kraft 780WA

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Kiwi-Kraft Boats
www.kiwi-kraft.co.nz
www.aucklandmarine.co.nz

HIGHLIGHTS

- Brilliant rough water ride
- Well specced for sportfishing and diving
- Suzuki-Furuno Fish Hunter system adds considerable utility
- Impressive level of features, finish and fine detailing

SPECIFICATIONS

loa 7.8m
beam 2.8m
draft 0.5m
construction Aluminium: 6mm hull, 4mm decks, 3-4mm pontoons, 3mm superstructure
engine 2 x Suzuki 200 APX Digital 200hp
dry weight on trailer 3,100kg
height on trailer 3.1m
deadrise 22°
cruise speed 25 knots
max speed 43 knots plus

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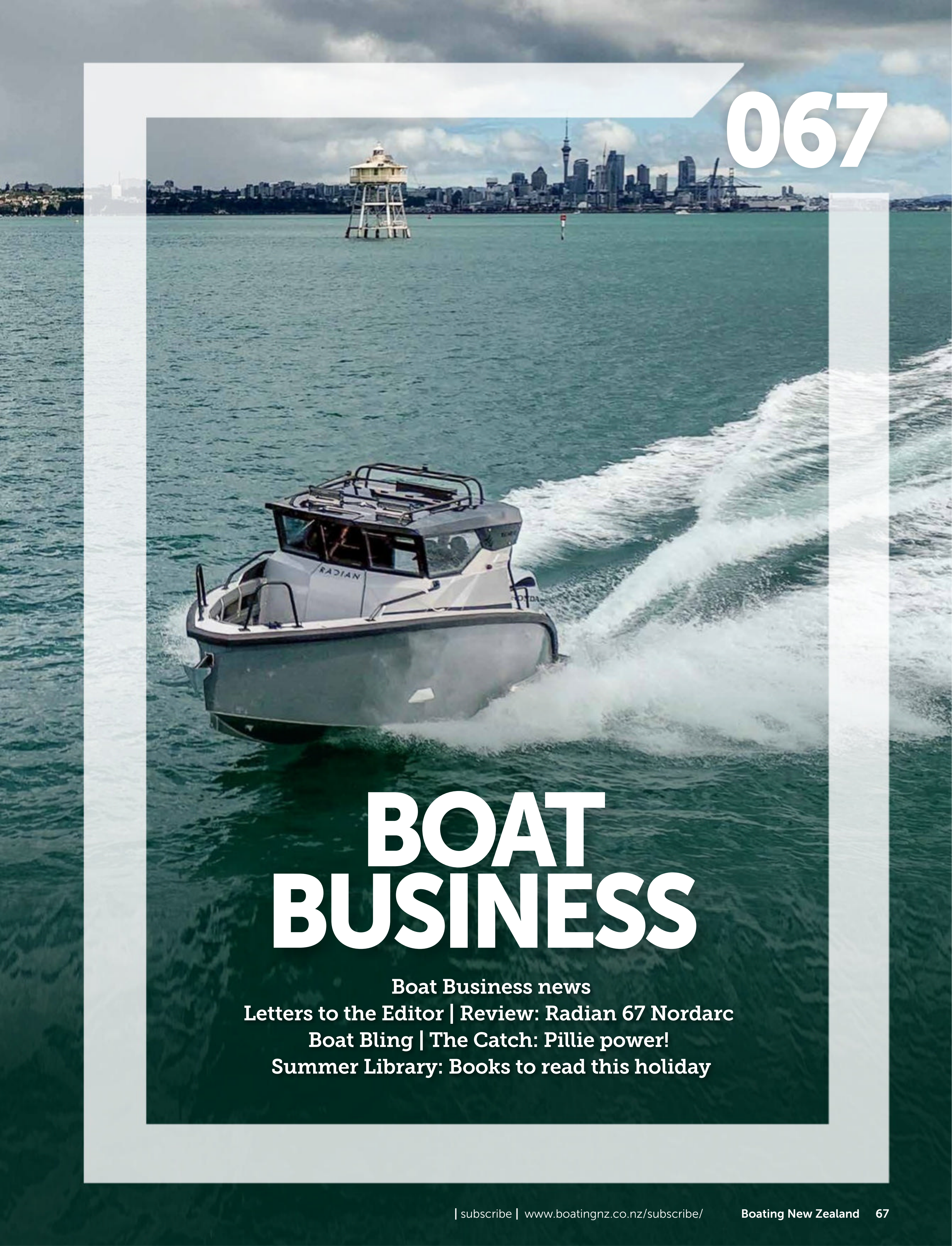


067

BOAT BUSINESS

Boat Business news
Letters to the Editor | Review: Radian 67 Nordarc
Boat Bling | The Catch: Pillie power!
Summer Library: Books to read this holiday

FREEDOM BOAT CLUB IN NEW ZEALAND

FREEDOM BOAT CLUB, the world's largest boat club operator (and a business within Brunswick Corporation), is expanding into New Zealand, launching with three locations across the country – Auckland, Christchurch and Queenstown.

Each location will highlight the synergies of the Brunswick portfolio featuring a fleet of Sea Ray and Rayglass Boats, powered by Mercury Marine engines and outfitted with Navico Group electronics.

With more than 400 locations across North America, Europe, and Australia and nearly 100,000 members, Freedom Boat Club is the world's largest boat club operator – a boating community, offering a subscription-based model that provides members with unlimited

CLOCKWISE FROM LEFT The YPAC team; Jemma Lampkin and Simon Knight opening YPAC; A VR spray gun.

AKZO NOBEL APPLICATOR TRAINING FACILITY

AKZONOBEL'S YACHT coatings business has opened its first Yacht Paint Application Centre (YPAC) in the Asia-Pacific region to offer world-class product and technical training alongside the latest cutting-edge digital paint application tools.

The new facility, located in the Gold Coast City Marina in Coomera, Queensland will enhance AkzoNobel's global technical network which supports applicators and industry professionals with personalized consultations and a hands-on training program to improve their skills and deliver high-quality results.

Kane Barfoot, AkzoNobel's yacht coatings' Regional Technical Services Coordinator, said: "Our focus is to empower professional applicators with the knowledge and skills they need to excel. Following on from the success of our YPAC's in North America and Europe, this new facility will offer comprehensive training programs that cover everything from theoretical paint knowledge to innovative application techniques. We're excited to be the centre for professional development in the region, helping applicators, distributors, retailers and yards stay ahead of the curve."

www.yachtcoatings.com

access to their home club fleet of boats. Membership includes a one-time joining fee and affordable recurring monthly dues.

Freedom members enjoy the ultimate convenience and flexibility, as the club takes care of boat storage, maintenance, insurance, repairs, cleaning, and even fuelling before each outing. Members also receive unlimited training from certified captains to build confidence at the helm and have the unique benefit of reciprocal access to boats at all Freedom locations worldwide.

The New Zealand franchise will be owned and operated by Scott Williamson, a seasoned marine industry expert with over two decades of experience. Scott and his family have been deeply involved in New Zealand's marine industry, owning and operating their family business, Sports Marine, for more than 45 years.

Freedom Boat Club's first New Zealand location will open at Auckland's Westhaven Marina in early 2025. From there, popular destinations like Waiheke Island, Rangitoto Island, and the Coromandel Peninsula will be just a short journey away.

www. freedomboatclub.co.nz or call toll-free at 0508 322 322. Stay updated on their launch by following them on Instagram at @freedomboatclub_nz

DAME
CATEGORY WINNER
2024

DAME 'THREE-PEAT' FOR RAYMARINE!

RAYMARINE'S RSW SMART WIND TRANSDUCER has won the coveted DAME award in the Navigation and Communication category at the prestigious 2024 DAME Awards at METSTRADE in Amsterdam.

It is the third year in a row Raymarine has enjoyed success in these pinnacle industry awards. In 2023, the company also won the fiercely contested Navigation and Communication category for its popular Raymarine Alpha Performance Display and, in 2022, the Raymarine YachtSense 4G Link router won the Award for Marine Electronics and Marine Related Software.

A wired NMEA 2000 compatible masthead sensor, the RSW Smart Wind Transducer brings professional-level wind data to recreational sailors. It combines a precision calibrated wind vane and anemometer with solid-state gyro, accelerometer and magnetometer sensors to provide fast, ultra-precise True Wind data.

Raymarine's Pathfinder Solid State IMO radar, a navigation and collision avoidance radar for commercial vessels and superyachts, also received a Special Mention in the Navigation and Communication category.

www.lusty-blundell.co.nz

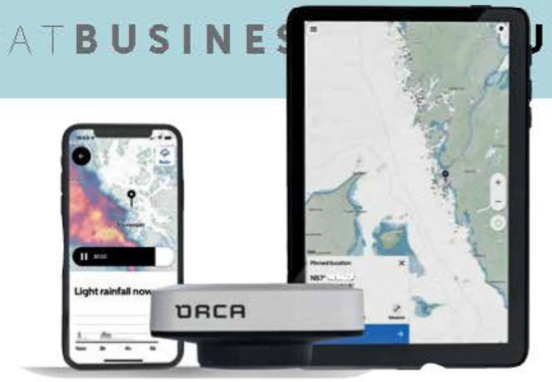
OMIKRON OT-60 BOB WINNER

OMIKRON YACHTS has secured its third major accolade of 2024 with the OT-60 winning the prestigious Best of Boats Award in the 'Big Boats' category. Known for embracing a 'gentle by design' approach, the OT-60 combines innovative design and eco-conscious engineering, executed with exceptional craftsmanship. This recognition reaffirms Omikron Yachts' position as a rising star in the nautical industry.

Omikron Yachts' OT-60 received the Best of Boats Award during the ceremony held at the Boat & Fun boat show in Berlin. This recognition by a jury comprised of expert international editors from leading nautical magazines, is celebrated as a benchmark of excellence in the sector, and represents a significant achievement for the shipyard and its debut production model, the OT-60.

This is the third major industry award earned this year by Omikron Yachts: the OT-60 has already garnered praise and accolades, including the European Powerboat of the Year in the Longrange category and the World Yachts Trophy as Revelation of the Year, positioning the shipyard as a benchmark of quality and innovation in the yachting industry.

www.omikon yachts.com
www.mcdyachts.com



ORCA EXPANDS INTO OCEANIA

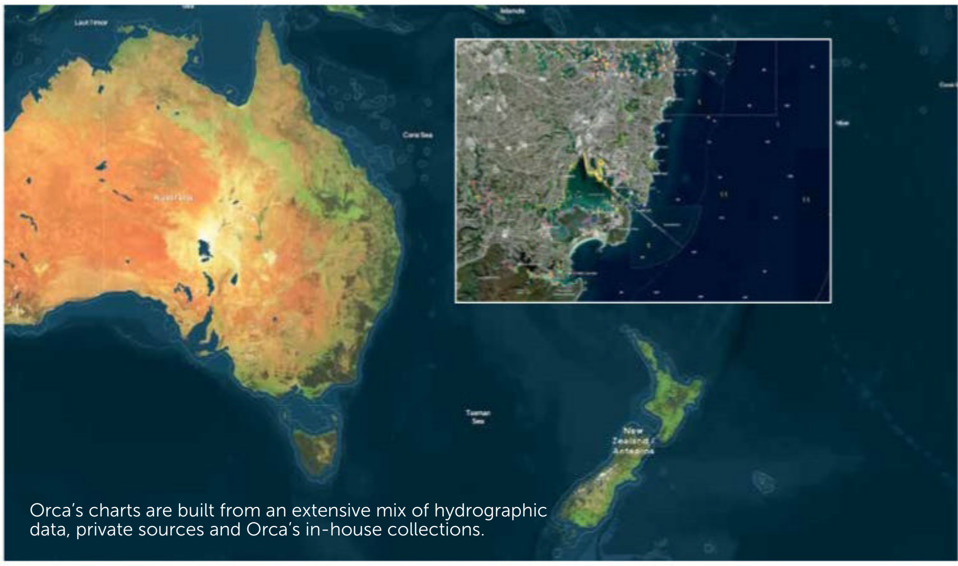
NORWEGIAN MARINE tech innovator Orca has announced its expansion into the waters around Australia, New Zealand, and the South Pacific Islands.

Orca's charts are built from an extensive mix of hydrographic data, private sources, and Orca's in-house collections to ensure an accurate, reliable experience tailored to the specific needs of Oceania.

Since launching in 2021, Orca has rapidly become a popular navigation system for sailors and cruisers worldwide. Orca combines a free navigation app with the Orca Display 2 – an ultrabright, marine-grade tablet, and Orca Core 2 – a smart hub that integrates with boat sensors and instruments. Orca's smart systems simplify complex routes with features like automatic routing, real-time weather forecasts, and AIS, helping boaters enjoy safe and stress-free journeys.

With this expansion, Orca invites boaters throughout Oceania to experience a new level of intuitive navigation that makes every journey easy and reliable.

The Orca app is free to download from the Apple App Store and Google Play. Boaters across Oceania can access the new charts today, and those seeking a complete, integrated navigation experience can find the Orca Display 2 and Orca Core 2 at **www.getorca.com**


Orca's charts are built from an extensive mix of hydrographic data, private sources and Orca's in-house collections.

PALM BEACH GT AND GT RS MOTOR YACHTS

LEADING THE WAY in Palm Beach Motor Yachts' next generation of offshore powerboats is the GT RS Series, which includes the new GT50 RS, GT60 RS, and now the GT70 RS (below).

The new GT70 is designed with three sumptuous staterooms, including a full-beam master cabin amidships. Each GT70 can be custom tailored to the owners' specific needs and tastes.

For those seeking additional speed, Palm Beach Motor Yachts offers the GT70 RS which features triple 1,000hp Volvo Penta IPS 1350s and features Palm Beach Motor Yachts' proprietary Mark Richards-developed V-WARP TECHNOLOGY used on all Palm Beach models. It's a combination of hull form, exotic construction materials and the build process itself. Trademarks include a fine entry, a graceful curvature amidships, and minimal deadrise at the transom. The result is significantly superior fuel efficiency and class-leading performance no matter what engine package is selected.

The new GT RS series offers compelling design, exhilarating performance, and dynamic agility. The GT50 RS, GT60 RS, and the flagship GT70 RS make up the GTRS range.

The GT50 RS is available in quad V8 500hp outboards. The newly announced GT60 RS is available with quad V12 600hp outboards, while the GT70 RS will reach exhilarating speeds with triple Volvo Penta 1,000hp IPS 1350s. Each configuration satisfies the appetite for offshore performance. **www.palmbeachmotoryachts.com**

CARBON YACHTS JOINS MERC

CARBON YACHTS has joined the Maritime Emissions Reduction Coalition (MERC), reinforcing its commitment to advancing sustainable boating technologies. With electric vessels now beginning to surpass petrol-powered boats in many key areas, Carbon Yachts is helping drive the shift toward cleaner, high-performance solutions transforming the maritime leisure industry.

The electric boats in Carbon Yachts' portfolio demonstrate the growing benefits of electric propulsion. The low maintenance Candela C-8, for example, leverages electric hydrofoiling technology to provide a smooth, quiet ride without the noise, slapping, and seasickness typical of traditional powerboats.

The ASTenders 340 Revolve features a Mitek electric outboard that swivels on its own axis, eliminating motor overhang and making it easier to store. Electric outboards offer a significant advantage by allowing recharging on a transom or in a garage – no need for petrol refuelling with associated safety risks or unpleasant fumes.

The Saffier SE 24 Lite with its solar-powered electric drive system showcases new capabilities in electric sailing. It could theoretically remain on a mooring indefinitely without refuelling while still retaining the ability to motor as needed.

The MERC movement, started in 2024 by Angus and Christine McDonald, has garnered support from key players across the maritime industry. As part of MERC, Carbon Yachts remains committed to furthering the adoption of electric propulsion technologies. Through its innovations and ongoing educational outreach, Carbon Yachts is helping shape the future of maritime leisure, ensuring that electric propulsion becomes the new standard for boaters.

www.carbonyachts.com.au

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BOOKABUOY

GREAT ESCAPE SAILING AND MOORINGBNB have partnered to launch Bookabuoy, a game-changing platform set to transform how New Zealand boaties find and book moorings.

Bookabuoy is already operational and offers an intuitive, online platform for letting or renting moorings and berths – whether for a day, a weekend, or longer from any smartphone, tablet, laptop, or computer with an internet connection.

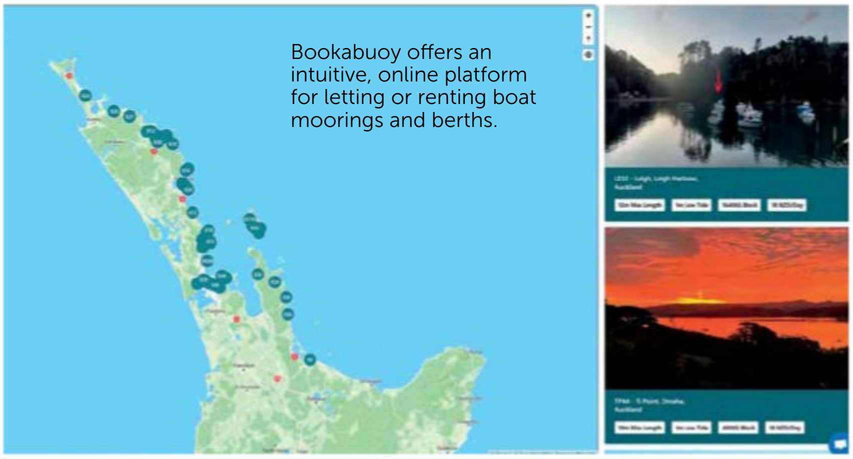
KEY BENEFITS FOR MOORING OWNERS:

- **New revenue stream: Easily let your moorings to a growing community of boaties.**
- **Simplified management: A straightforward platform for listing, booking, and managing your mooring.**
- **Greater visibility: Reach a wider audience of boaties actively seeking moorings across New Zealand.**
- **Secure transactions: Bookings and payments are handled safely and efficiently.**
- **No long-term contracts: Flexible, fee-free listing options and exclusive early sign-up benefits.**

WHY BOATIES WILL LOVE BOOKABUOY:

- **More choice and availability: Find a variety of moorings in popular and more remote locations.**
- **Easy online booking: Secure, fast, and simple reservations.**
- **Flexible options: Book moorings for short-term or longer stays with confidence.**

www.greatescape.co.nz
www.bookabuoy.co.nz



Bookabuoy offers an intuitive, online platform for letting or renting boat moorings and berths.

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SAVVY NAVVY DOWNUNDER

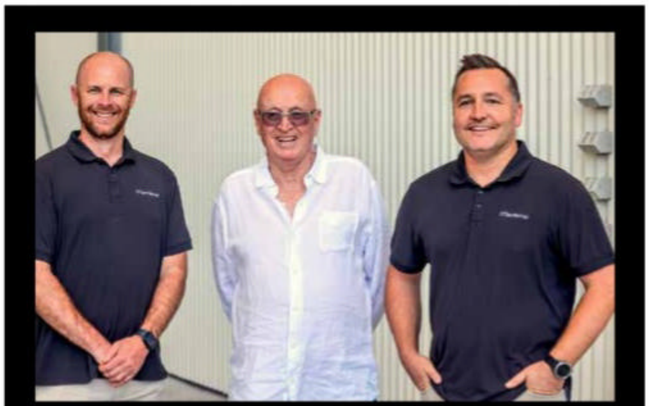
MARINE TECHNOLOGY company Savvy Navvy has signed Australia-based Paddy Wester as its exclusive Australian and New Zealand distributor, as the company continues to make digital navigation solutions more accessible for boaters.

Fast-growing Savvy Navvy, the 'Google maps for boats', is the only navigation app on the market to be sold via distributors.

Paddy Wester Pty Ltd has added Savvy Navvy subscriptions to key product lines sold via dealers across Australia and New Zealand.

Savvy Navvy is a revolutionary, easy-to-use app that brings everything leisure boaters and anglers need for a seamless boating experience. It solves vital navigation issues for boaters, anglers, kayakers, paddleboarders and jet-skiers. Unlike any other boating navigation solution, Savvy Navvy provides smart routing – giving users the optimal route and dynamic ETAs based on real-time data: departure time, chart information, weather conditions, tide, boat specifications and local regulations. Points of interest, including marina information, marine services and local businesses are also shown in the app helping users plan their journeys both online and offline.

For Australian and New Zealand dealers to order Savvy Navvy scratchcards, visit www.paddywester.com.au



NEW TEAM AT MARITIMO

A TALENTED NEW TEAM has joined Maritimo to take on Australasian sales and business development management.

Danny Jordin, pictured on the right alongside Bill Barry-Cotter and Sean Savage, has been appointed to the role of Australasian Sales Manager. Sean Savage and Paul Savage are the brand's Business Development Managers.

Danny replaces long-time Sales Manager Ormonde Britton, who is retiring, while the BMS Sanctuary Cove Marina consultancy will continue to represent Maritimo in south-east Queensland.

www.maritimo.com.au

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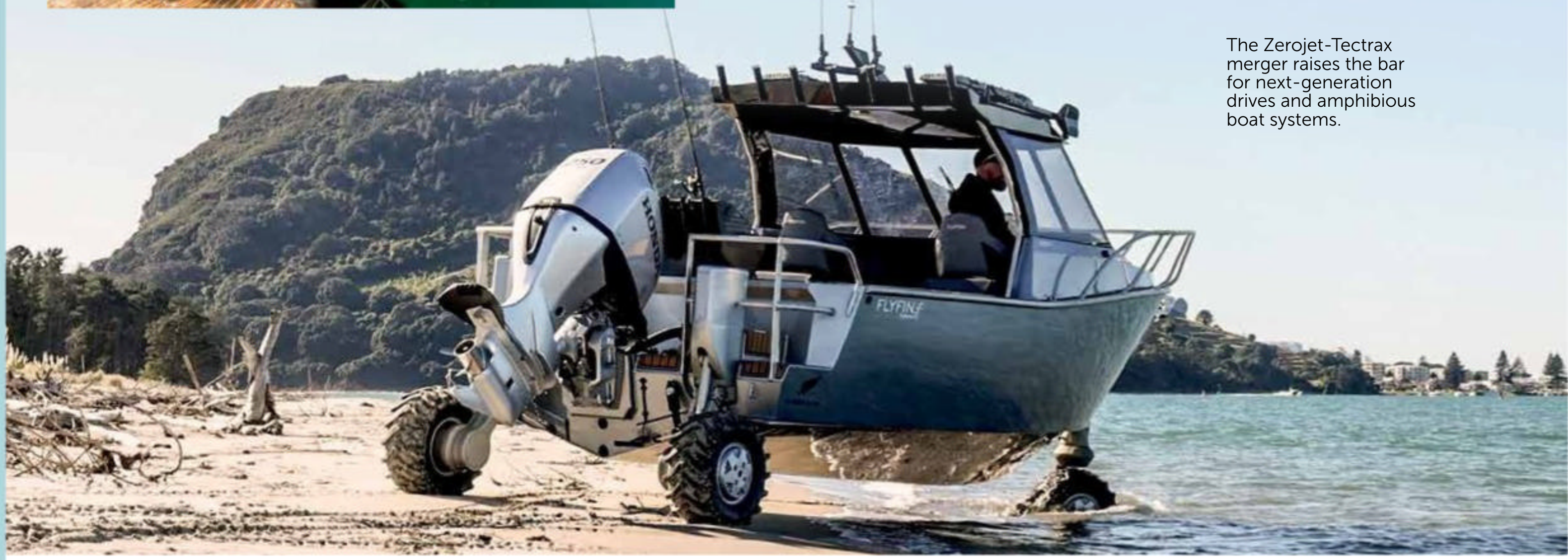
ELECTRIC AND AMPHIBIOUS, ANYONE?

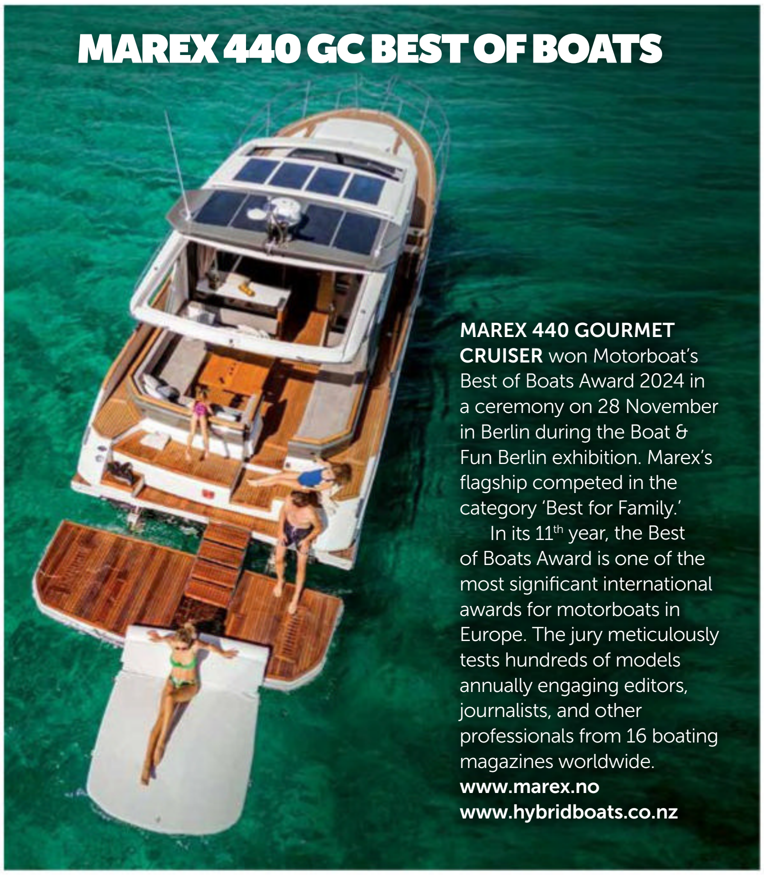
ZEROJET AND TECTRAX, two leading New Zealand innovators in electric marine technology, have announced their merger. This move will establish the combined company as a global leader in next-generation electric drives and amphibious boat systems.

By uniting ZeroJet's award-winning 48V electric propulsion technology with Tectrax's advanced electric amphibious solutions, the new entity will offer a significantly expanded product portfolio.

www.zerojet.com
www.tectrax.co.nz



The Zerojet-Tectrax merger raises the bar for next-generation drives and amphibious boat systems.



MAREX 440 GC BEST OF BOATS

MAREX 440 GOURMET CRUISER won Motorboat's Best of Boats Award 2024 in a ceremony on 28 November in Berlin during the Boat & Fun Berlin exhibition. Marex's flagship competed in the category 'Best for Family.'

In its 11th year, the Best of Boats Award is one of the most significant international awards for motorboats in Europe. The jury meticulously tests hundreds of models annually engaging editors, journalists, and other professionals from 16 boating magazines worldwide.

www.marex.no
www.hybridboats.co.nz

EVO 60 PERFORMANCE SAILING CATAMARAN

THE EVO 60 has been designed with both comfort cruising and performance in mind, offering owners the option to participate in regattas, enjoy luxurious coastal cruising, or knock off big blue water miles in comfort.

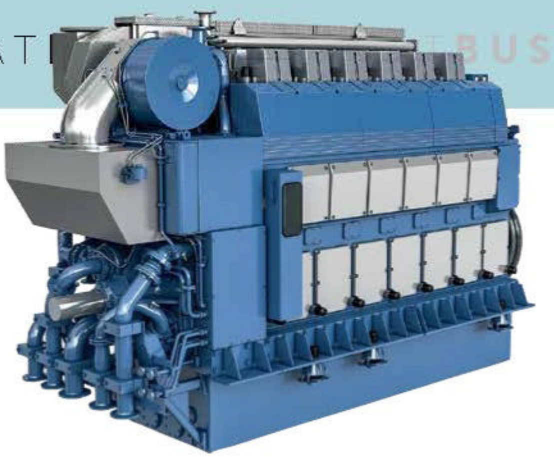
Designed by the award-winning yacht design firm Du Toit Yacht Design, the EVO 60 promises outstanding performance, superior luxury, and versatility. The EVO 60's fully infused E-glass/carbon epoxy structure delivers an extremely stiff, durable, and insulated structure. With approximately 80% carbon, the design team has delivered on its brief, ensuring a strong, safe, high-performance catamaran.

The catamaran's evolutionary articulating EVO Helm provides a monohull-like sailing experience, especially in the outboard performance mode. The interior boasts a sleek, modern aesthetic with spacious areas for socialising and relaxation, thoughtfully designed with comfort and functionality in mind.

The new EVO 60 pushes the boundaries to create an amazing interior, matching the highest standards of quality and design.

The first EVO 60 is currently in build in Cape Town, SA.

www.evolutionmarine.co.za **www.dutoityachtdesign.co.za**



PENSKE AWARDED BERGEN DISTRIBUTORSHIP

LEADING MEDIUM-SPEED ENGINE manufacturer Bergen Engines has granted Penske Australia and New Zealand the distribution and support of its marine engine portfolio in the region. This builds on the existing agreement with Penske Australia & New Zealand for Bergen's land-based product range.

Renowned for producing supreme quality products with high reliability, Bergen's marine portfolio is ideal for propelling naval vessels, large tugs, fishing vessels, ferries, and cruise ships, and also for use in offshore oil and gas installations.

"With a very successful partnership to date with Bergen Engines, we are excited to be extending our relationship and expanding our customer offering," said Matthew Smith, executive general manager of off-highway for Penske Australia & New Zealand.

"The addition of the Bergen marine portfolio allows us to offer our marine customers regional support and complements our current offering of Rolls-Royce Power Systems' mtu brand of engines.

Bergen's high-powered medium-speed marine engines are rated between 1,460kW and 9,600kW."

www.penskeanz.com

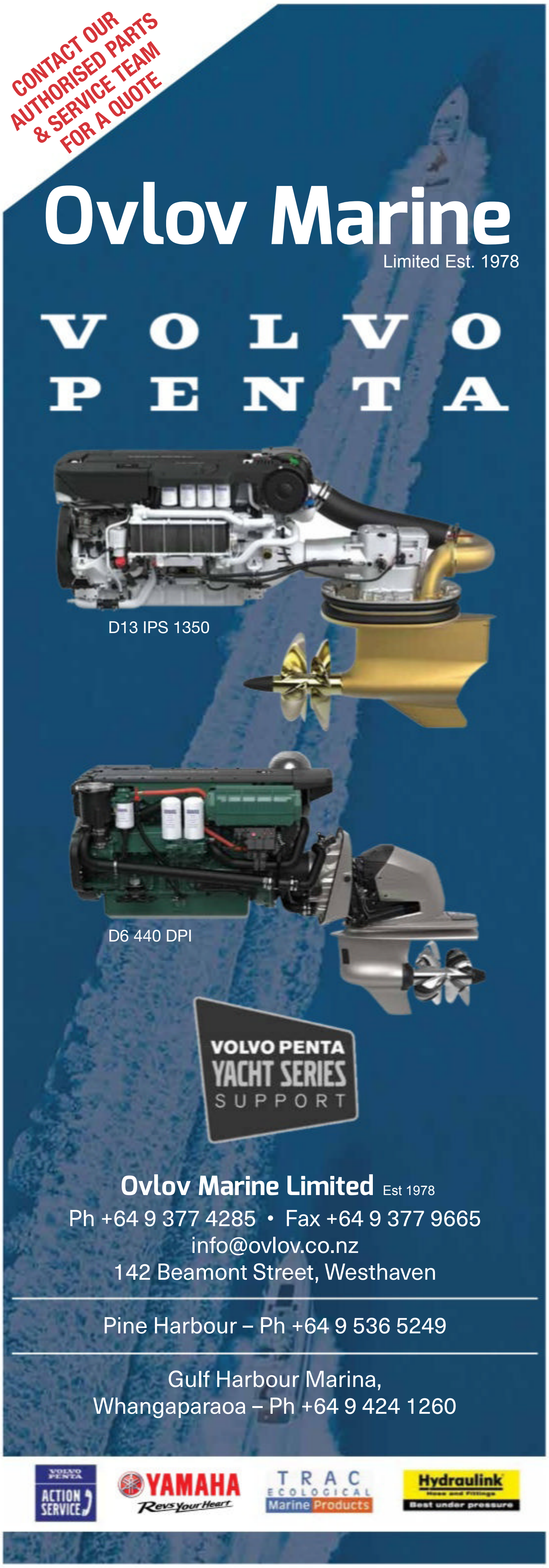
THE WORLD'S FASTEST ELECTRIC SURFBOARD

THE X-JET XTREME claims to be the fastest electric surfboard with a record-breaking top speed of 42mph (68kph), setting a new benchmark in the world of watersports. Equipped with a powerful 20kW motor, the X-Jet Xtreme delivers an exhilarating, high-speed ride that leaves all other electric surfboards in its wake.

As electric surfboards gain popularity, many brands have pushed the limits of speed and technology. The iAqua X-Jet Xtreme boasts a top speed of 68kph, making it the market leader.

The X-Jet Xtreme combines sleek lines with cutting-edge engineering to offer an unmatched riding experience. With four power level settings, to accommodate different skill levels or styles, from touring to racing or freestyle acrobatics, the X-Jet Xtreme has it covered.

www.iaquawatercraft.com/x-jet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FRANK'S NEW BOAT – A MEMORY FROM 60 YEARS AGO

DEAR EDITOR

"Well, there she is..."
Frank looks with pride on his new purchase.
"Needs a bit of work," I say.
"Yeah, I reckon."
We walk across to where she sits on the sand,
Sit on the sidedeck and swing our legs inboard.
We survey the cockpit, "Bit of rainwater here," I say.
We bail out for awhile.
The tide comes in fast, the old boat stirs herself,
Gives a graunch and she's afloat.
"Wow! That feels good," I say.
We give her a few minutes to settle while we sort the sails out.
We hoist the mainsail, it looks a bit grey and patchy,
I look at Frank, he shrugs his shoulders...
We pull up to the anchor, there is no wind here so we drift on the tide,
Lying face down on the deck, I doze blissfully, warm sun on my back,
I squint ahead, there's a dark patch on the water,
Then the air moves gently, the sail flaps a couple of times,
The spars creak, the boat heels slightly and the water suddenly chuckles beneath her bow,
What a magic sound! Within minutes the old boat is dancing,
Our eyes shine with excitement, the Sea Sprites sing, THIS IS LIVING!

Be it ever so.
Terry C

borrowed $15,000 for plant and machinery to start Lance Fink Boatbuilders, which in later years marketed the brand Tristram.

Three months after starting his business, the share market crashed, torpedoing the Pelin contract, and Lance had to resort to painting and repairing boats.

"I just had to go back to square one."

After 15 months of hand-to-mouth work, Lance got a commission to finish off a 15m steel Ganley yacht, building his first factory big enough to accept it. However, when that commission also fell over, he decided to pivot away from custom builds and instead went into the production GRP runabout business, designing the Tristram 550 in 1989.

"I'd learned a lot from my father, plus I'd picked up a lot of experience over the years about what made a good runabout perform."

Building the hull and deck plugs was a labour of love, as Lance – typically – ensured every detail was perfect. In what would become a Tristram hallmark, Lance designed a deep V hull, 19.5°, with slightly wider chines to handle the bigger motors that were then becoming the norm.

"The 550 Delux became the start of what you see here today," said Lance from his spacious office on the second floor of the impressive 13,000m² property now home to Tristram Marine.

The first Tristram 550, powered by a Yamaha 140hp, was launched on Christmas Eve, 1990. With 40 family and friends watching, Lance could only hope he'd got the waterlines right.

"Thankfully, it floated right on its designed waterline."

Dave Wallace was so impressed with the boat that he bought it and named it *Moments*. Lance borrowed it back a few months later and, with two other Tristram 550s, exhibited it at the 1991 Greenlane Boat Show, which led to more sales. Lance borrowed *Moments* again for the 1991 Atlantic Powerboat Rally and, despite being the smallest boat there, came home 16th overall.

"You could do anything with that hull."

Nevertheless, breaking into a crowded GRP trailer boat market was tough, with a price to pay.

"I never saw my son Tristram grow up because I worked seven

"If you can't sell yourself, you can't sell your product."

94 Boating New Zealand

MELINDA

DEAR EDITOR,

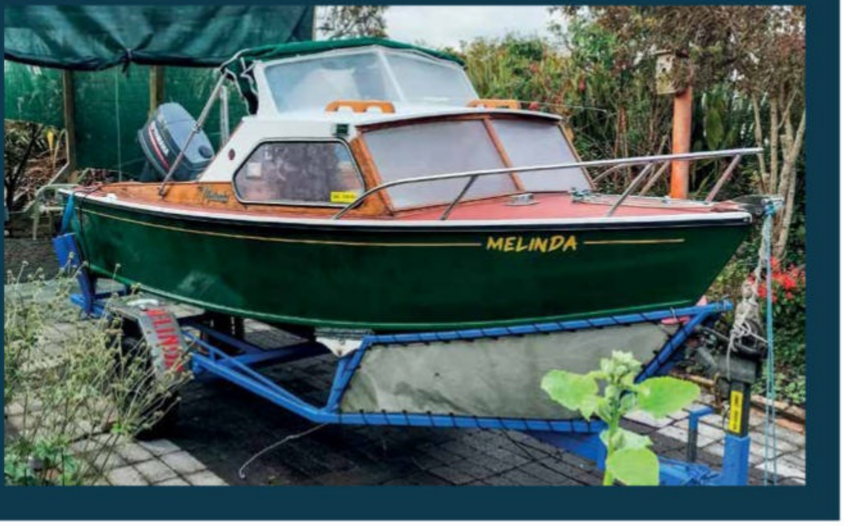
When reading about Lance Fink and Tristram boats, I was delighted to see a picture of *Melinda*, my wife's boat.

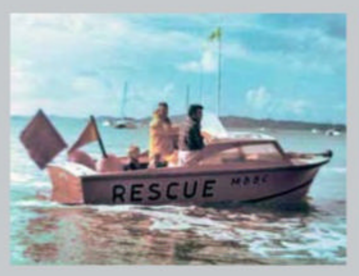
We bought her two years ago or so and spent approximately 1,000 hours refurbishing her. She was essentially as sound as the day she was made and a testament to the Finks' skills. Ray Fink built her and made a magnificent job of her.

Melinda is still being used, loved and admired by all who see her. She must be 60 years old by now!

Bryon and Lauris Timperley,
Whangarei

PS. After 55 years of boating I thought I was done with it and bought a 55 MGTF replica...
My beloved wife was not quite done though!





SEEKING *MISS MARAETAI*

We are compiling a history of sea rescue out of Maraetai as it has operated from 1975 and it will be 50 years in 2025.

I am trying to locate the present owners of *Miss Maraetai*, the original rescue vessel that the Maraetai Beach Boating Club owned.

Miss Maraetai was a 16-foot Seacraft clinker-built runabout with a petrol inboard Falcon motor. The last information I have is that about 15 -20 years ago it was sold to someone in Papatoetoe, who on-sold it about 20 years ago.

We are hoping to present the history in a book at an event at the Maraetai Beach Boating Club early 2025 and would like to have the vessel present.

If your readers have any information it would be most appreciated. Please get in touch.

Rowan Muir,
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RADICAL RADIAN

Radian Marine is a new name in the New Zealand market, based in the Hawkes Bay. Founder Tom Brien has a degree in Transport Design from Massey University and prior to starting Radian had gained extensive experience in the boatbuilding industry, both in New Zealand and overseas.

Tom has been working on the Radian range of boats for some time, refining various elements and trying out aspects of the construction. The Radian logo comes from the angle that a boat's wake makes on the water, and the name reflects an engineer's preference for calculating angles in radians rather than degrees.

Tom felt that traditional boat layouts had a huge amount of wasted space. By integrating the latest hull designs from Europe and the USA with some new, innovative fixtures he believed he could maximise the usable space. He has been experimenting with several aspects of the design and was not afraid to try out different things until they worked. For example, he mentioned that the helm seat pedestal was rebuilt three times until he was happy with its dimensions and functionality.

First impressions of the Radian 67 is that it looks like a serious boat, even somewhat military. This is enhanced by the grey hull colour and tinted windows, with black window trim and railings and white cabin sides. The reverse rake on the windows and stealth-fighter type angles on the cabin sides further enhance this look. It is immediately clear from the side view that the boat has three distinct areas – the foredeck, cabin, and the cockpit. And each of these provides the maximum amount of functional space.

The hull is designed to comply with European CE certification standards, with reserve buoyancy built into sealed air chambers.

review

Radian 67 Nordarc

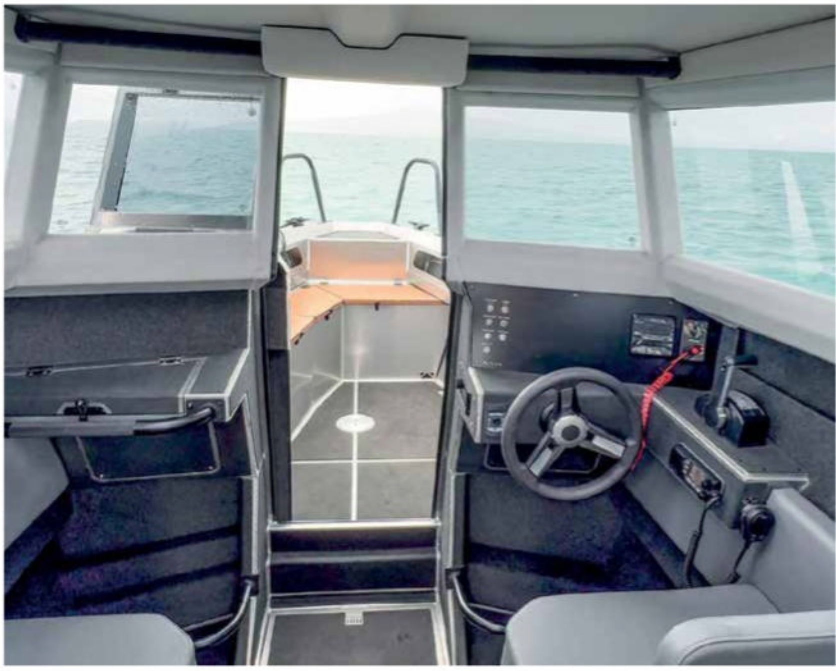
WORDS BY
NORMAN HOLTZHAUSEN
PHOTOGRAPHY AND VIDEO
BY **ROGER MILLS**

The hull bottom is 5mm marine grade aluminium, with the hull sides 4mm and the cabin sides 3mm. The hull and cabin sides are vinyl-wrapped, so other equally striking colour schemes are possible.

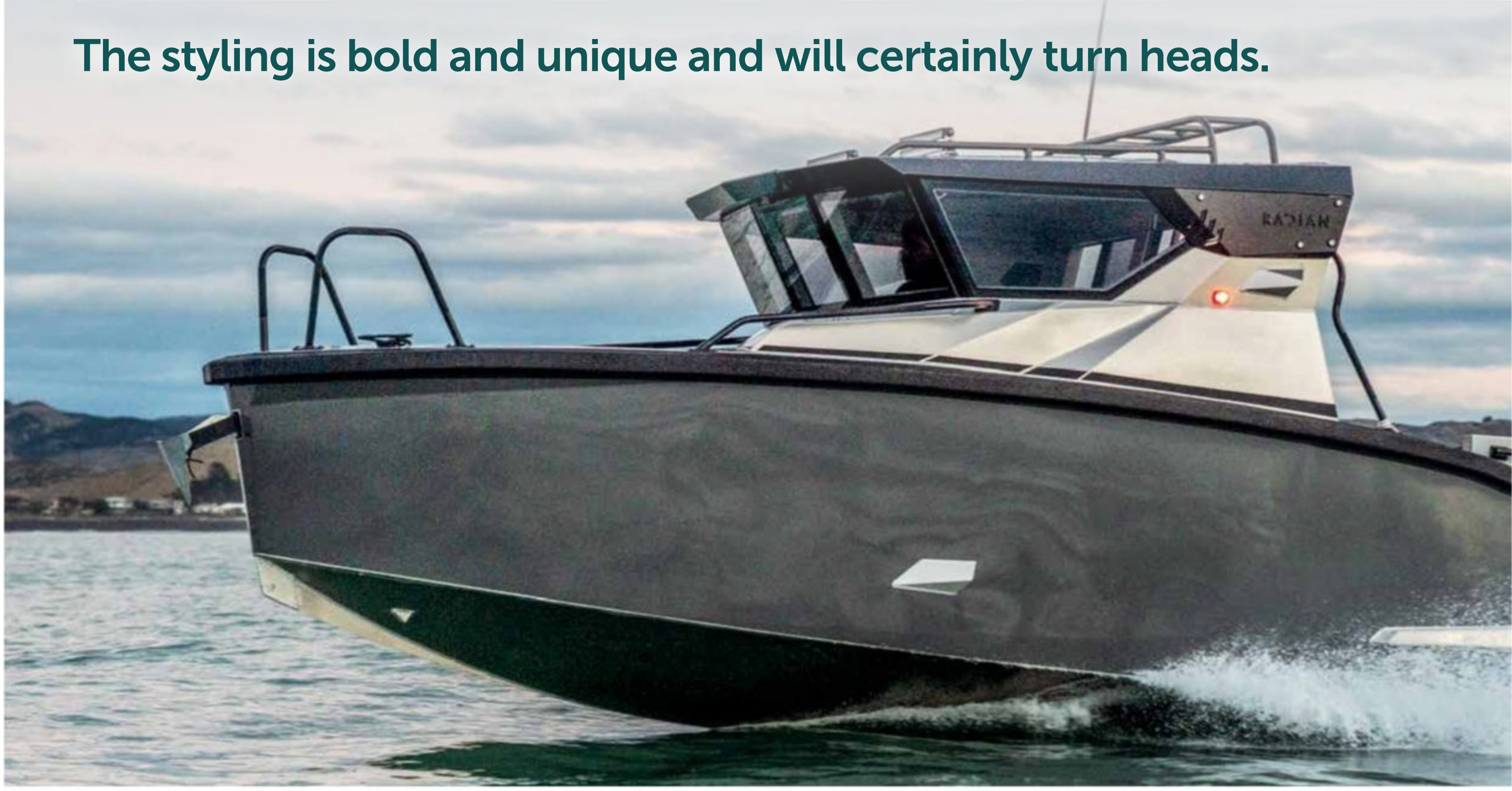
Step aboard and move into the cabin, however, and that military feel is immediately dispelled. The cabin interior abounds with luxurious touches, such as the curved headliner in faux-leather that is machine-stitched like a luxury car. High-grade marine fabrics have been used for the upholstery, all surfaces are carpeted, and the seat bases are powder-coated. The cabin has seating for four, converting into a double berth for overnighting. Under the forward seats are storage lockers, while the two rear seats have a gas cooker and marine head respectively.

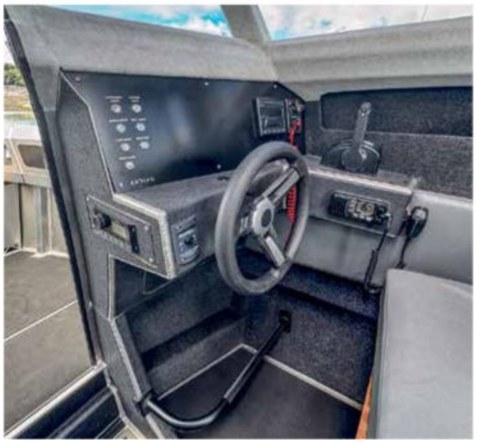
One feature that makes the Radian somewhat unique is the walk-through door to the forward deck. The door itself is an engineering work of art, operating in a similar manner to an aircraft door that slides to one side when opened but settles and locks into a recess to create a watertight bulkhead when closed. Although this had a few sharp corners that look to be about forehead-banging-height, Tom says refinements will eliminate these in the next iteration.

That forward area has high gunwales, so it is safe for small ones to move about in. There is seating for four, together with a pedestal table tucked away in one of the storage lockers under the seats. The drum-style anchor winch is integrated into the bow to hold the anchor flush with the hull, so there is no risk of catching fingers. If the winch needs attention, it can be accessed through a hatch located inside one of the forward seat lockers.



The styling is bold and unique and will certainly turn heads.





LEFT The wheelhouse interior is both luxurious and highly functional. The front door is an engineering marvel.

BELOW The Radian 67 is all about maximising useable space – there are a lot of clever ideas and unique features packed into its sub-7m length. Its almost military lines exude rugged functionality.

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One of the criticisms of bow-rider style boats is the inherent danger of taking a wave over the bow, and the Radian mitigates this risk in two ways. Firstly, the sides are very high in the bow, lifting well clear of the water while underway. They also have a wide, custom-made rubber fender all around the boat which further keeps water away, while also protecting the boat from bumps. Should any water come in, huge self-draining vents on either side allow that water to exit rapidly, while rear-facing scoops prevent those drains from taking any water in. The bow is set up for easy access onto the boat over the forepeak, with high, black-anodised rails on either side of the bow and an easy step onto the seats and then over the winch compartment.

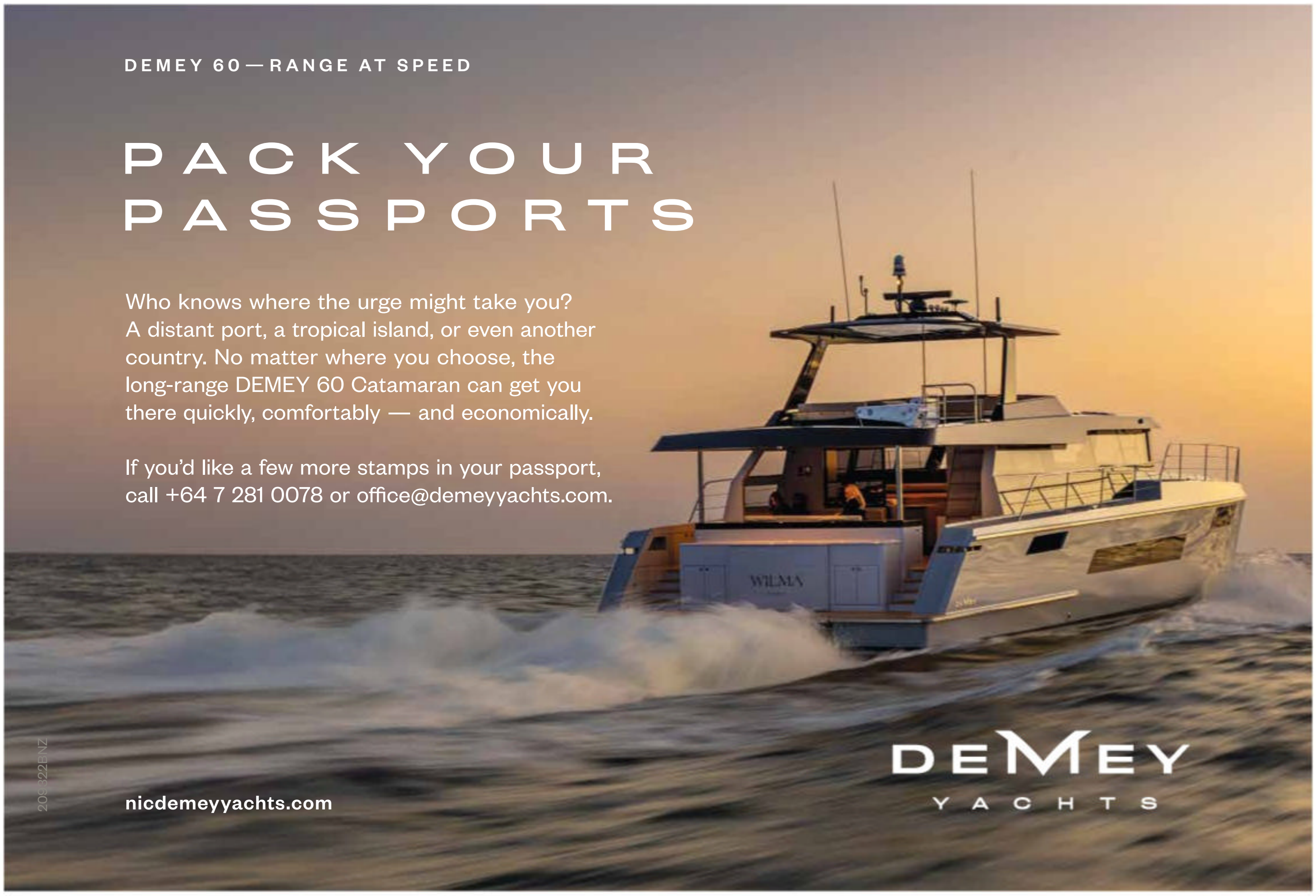
The sides of the cabin have multiple folds and angles, contributing to the stealth-fighter look. Tom explains that this provides rigidity in the cabin sides, reducing the need for heavy bracing and allowing thinner cabin walls without sacrificing any strength. Although there are no openings in the side windows, the cabin has a full-width roof window hatch from Cule Marine, which allows in sunlight and fresh air. The steep windscreen and sides mean that almost every inch of the relatively short cabin is usable, unlike most boats with raked windscreens which lose a huge amount of the forward cabin area.

Access between the cabin and rear cockpit is through a more conventional sliding door, although also custom-made to match the cabin angles. The cockpit has plenty of space for fishing or similar activities. The gunwale curves down to the boarding platform – one of the few gentle curves on the boat. A beautifully crafted multi-use table, with a replaceable marine ply bait board, sliding drawer and inset rod holders, protects the Honda 175hp outboard hanging off the back. Batteries, electrics and fuel filter are hidden inside the pedestal.

The transom has walk-throughs on either side, with drop-in inserts to

ABOVE The Radian brand is named after the angle a boat's wake makes on the water.

OPPOSITE Tom and Norman (R) relax on the fold-down seats in the bow; The wheelhouse seating converts to a double berth; Latch details for the front door and; Norman checks out the retractable boarding ladder.



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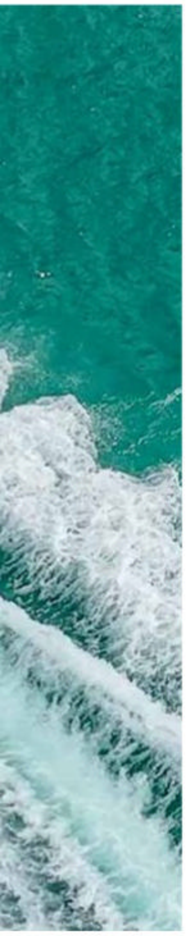


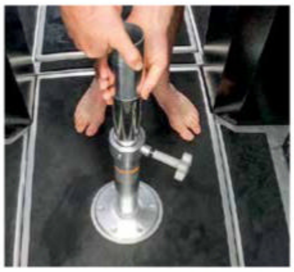
close these off, as well as tandem boarding ladders. These make the boarding platform a logical and functional extension of the rear cockpit, with high grab rails for security. All the grab-rails are black anodised with a knurled finish to provide a good grip. Storage pockets are tucked under each gunwale.

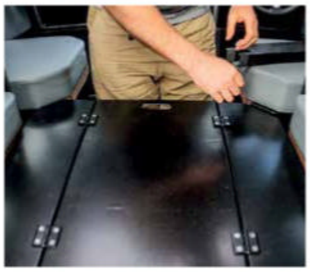
The boat did not have any fish finder or chart plotter fitted, since Tom says the brand and model is often a personal preference. However, a set of Hella Marine lighting bars was fitted along the cabin top, and a VHF radio and Fusion Stereo system was installed. Controls for these, the Maxwell anchor winch – and of course the digital controls for the Honda engine – are all arrayed across the dash.

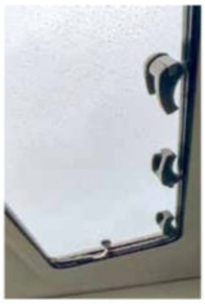
We quickly slipped away from the wharf and headed out. While we were making our way through the speed-restricted section of Auckland Harbour, Tom told us that certain aspects of the engine setup were still being tested. The engine height and prop size, both unknowns on a completely new boat, were still being tweaked and further speed and performance gains were possible. As part of that testing a hydrofoil was fitted to the motor skeg, although it was still unclear whether this was needed.

The Honda BF175 was as whisper quiet as is usual, and it certainly provided ample power. Despite this being a solid aluminium boat there was little noise transmitted through the hull, indicating that the design has achieved good hull and cabin rigidity. Performance was good and we soon had 30 knots on the dial, although Tom says he has achieved around 33 knots with the current engine setup. It is interesting to note in the video that the boat rides very high – at speed only the rear half of the hull is in contact with the water, creating an efficient and smooth ride.

However that is slightly at the expense of the handling, and we found that the steering became overly light and sensitive. After our review day, Tom says he has lowered the motor one notch, and this has improved the overall handling. He is also looking at fitting Zipwake dynamic trim control







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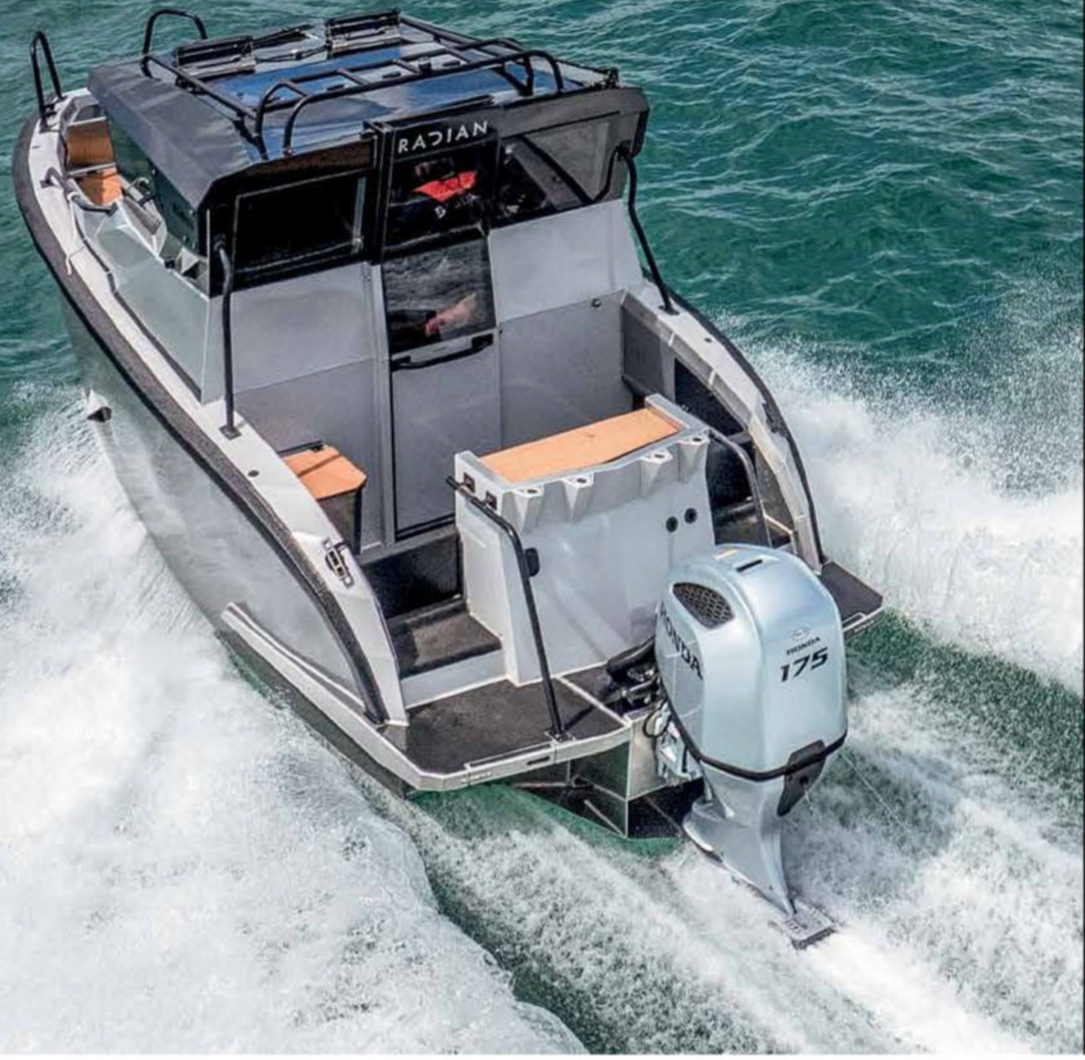
tabs, which should also improve handling and stability at speed. These are normal teething issues with a brand-new hull design and easily addressed.

At lower speeds, the boat was comfortable and stable, and we can see this would be a great family-friendly boat. The forward deck remained absolutely dry during all our runs, with spray running well aft of the boat. With those high sides that front area will be the place for family to fish from or just enjoy the sunshine. The cockpit is another great fishing spot, and the boarding platform is sufficiently high off the water to prevent wet feet.

After taking the required photos and video, we headed home. Back at the ramp the boat was loaded onto its custom aluminium trailer, which has low-friction, hard plastic skid rails rather than rollers. These prevent pressure points on the hull and are favoured by several major brands. A nice touch is a flat walkway down the centre of the trailer, allowing feet to remain dry while clipping the winch cable to the boat. The winch post also has a step, allowing easy access to the boat over the bow.

Once out of the water we could see a few of the hidden features of the boat. These include a prominent keel strip along the front of the hull, and a flooding keel section between the transom and motor. This provides an extended planing surface while underway, while not affecting stability at rest. The weld quality looked to be very good, both on the boat and on the trailer.

Overall, this is an impressive boat. The styling is bold and unique and will certainly turn heads. The layout is one of the most practical we have seen, and there is a lot more usable space than on most boats of this size. The handling and performance were impressive for the very first iteration of a brand-new design. Tom says he will continue to develop and improve aspects of the design and layout in subsequent versions, and we can only see this boat getting better and better. Tom already has plans for the next model, an 8.6m version, which will have even more space. BNZ



Radian 67 Nordarc

BASE PRICE
POA

PRICE AS REVIEWED
$159,000

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HIGHLIGHTS

Exceptional use of space, innovative engineering features

Versatile layout, solid construction

Smooth, dry runner that's stable at rest with high gunwales for safety at sea

SPECIFICATIONS

loa 6.67m
height 2.69m
beam 2.55m
draft 0.6m
deadrise 20°
fuel capacity 200 litres
water capacity 40 litres
weight (dry) 1,800kg
cabin 3mm
hull 5mm
sides 4mm
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Designed for paddlers, the Kayaker XP-99 compass features a course minder movable bezel with a heading memory indicator to make staying on track easy. It provides true heading, even when stopped – something a small GPS unit can't do. An optional LED lighting kit is simple to install.

The available K-TD.2 Kayaker Tie Down allows the Kayaker XP-99 to be used without drilling holes.

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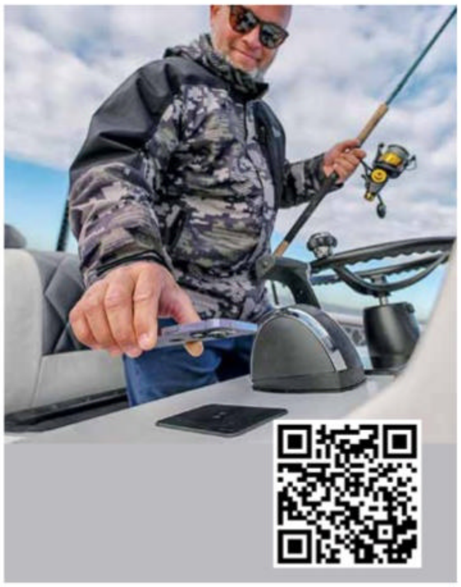

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THE ALPHA 3.0 SOFTWARE update for Raymarine's Alpha Performance Displays now seamlessly integrates Evolution autopilot control into every Alpha instrument.

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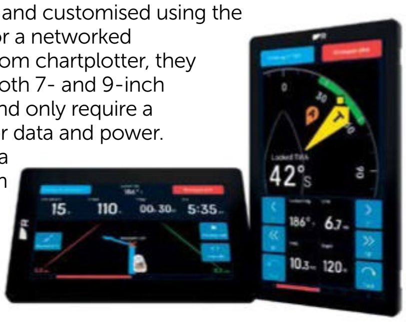

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OCEAN ANGLER

THE **CATCH**

with MARK KITTERIDGE

Pillie power!

What is it about pilchards that makes them irresistible to so many fish?

As a youngster fishing the Wellington wharves, most of the time we were forced to use 'sprats' (yellow-eyed mullet, called 'herrings' down there), or, if we were luckier, a blue mackerel ('slimy'). However, the more savvy and energetic anglers among us would trek around the shores and structures of the inner harbour to locate schools of pilchards. Initially we secured them using jags (large treble hooks), but in later years we embraced the power of sabiki bait flies.

Our fishing technique using pilchards as bait was simple: live ones were lobbed out to swim around under their own steam with a 5/0-6/0 hook through their nostrils, while dead ones were hooked up through the skull, cast out (diagram 1) and slowly retrieved. We used flicks of our fingers on the disengaged spool of our trusty Penn Jigmaster 500 free-spool reels to retrieve the baits with an erratic jiggling, jerking motion that mimicked an injured baitfish. To great effect!

Meanwhile, those anglers fishing with sprats looked on enviously as we hauled in fish after fish – mostly kahawai and barracouta, except during the warmer months when we sometimes encountered kingfish too, along with the occasional sea-run brown trout.

Now, of course, we don't need to catch pilchards ourselves since most fishing tackle shops and many service stations today stock packs of frozen pilchards in various quantities. Luxury.

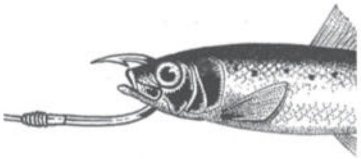
Moving to Auckland helped me realise the pilchard's full potential. Up here there are so many different fishing scenarios I can exploit using the almost magical powers of a pilchard bait.

Here are some of them...

TOP A welcome sight for any angler: a large school of yummy pilchards!

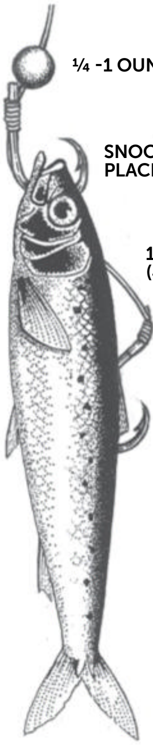
The writer caught this chunky snapper on the double-pilchard bait shown opposite. Note the two ½-oz sinkers rather than a single 1oz. PHOTO: *NZ FISHING NEWS*

HEAD HOOKING A PILCHARD FOR KAHAWAI AND KINGS



Simple but effective: the first unweighted rig used by the writer to target kahawai and kingfish with dead pilchards.

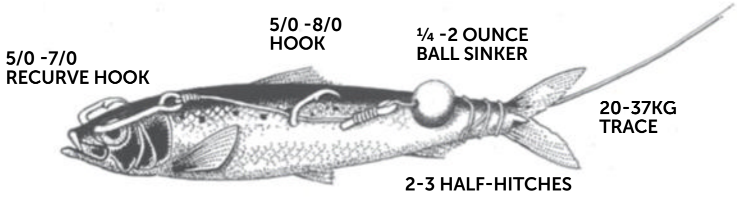
A DOUBLE CIRCLE RIG FOR A WHOLE PILCHARD


¼ -1 OUNCE SINKER(S)
SNOODED 3/0 -7/0 RECURVE PLACED THROUGH BAIT'S NOSE
18-27KG TRACE (40-60LB)
UNI KNOT
HOOK PLACED ALONG BAIT'S BACK OR SIDE SO POINT AND BARB REMAIN WELL EXPOSED

Hooking pilchards headfirst works well too, but the sinker should be jammed in place with the end of a toothpick.

TAIL-FIRST RIGGED PILCHARD

This is a great way to rig pilchards, as the tail's wrist provides a great securing point for the 2-3 half-hitches that also serve to trap the sinker in position.



Bait elastic makes pilchard baits harder to remove.

STRAY-LINING WITH WHOLE PILCHARDS

This is definitely my favourite technique, and it's just as effective off the shore as it is from a boat.

It's a technique best used when there's some current, as fish bite better then. Experiment to determine what weight ball sinker to use so that the bait drifts and sinks as naturally as possible, changing it up or down as the tidal flow changes. Fishers who adapt to the changing conditions tend to catch more fish.

The lighter the mainline and trace material used, the more bites, but be sensible. Around 6-8kg nylon with 15-24kg trace/leader will easily handle 95% of the fish encountered around Auckland, especially if your knots are good and freshly tied. Stray-lining with non-stretch braided mainline can work well, since it holds up in the current less and transmits every little nibble to the angler. But it works both ways, the lack of stretch sometimes alerting fish to the fact something weird is going on, especially when they're not that hungry.

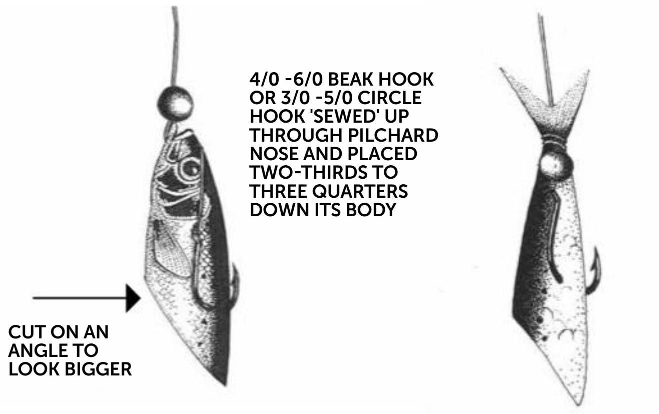
A long, slender bait like a pilchard is best covered with two hooks. While I did well in my early years by incorporating a second sliding 'keeper hook', snooding that second hook firmly into position is more effective; then, when the angler strikes (J-type hooks) or steadily raises the rod (recurve/circle hooks), both hooks penetrate immediately. It's better the distance between these two hooks is a bit too short than too long. Even when J-hooks are buried quite deeply, the soft nature of the flesh makes pilchard more forgiving of poor hook placement than some other baits; circle hooks should be placed through the pilchard's slim nose and/or rolled into the back or side some way down the body leaving the points and gapes well exposed, ready for hooking.

Multiples of pilchards can entice very big snapper!

It helps to secure the sinker so that sinker and bait descend as a single unit (see how mine is secured by two or three half-hitches around the pilchard's tail in diagram 3); a separate or free-sliding sinker makes the rig look less natural as it sinks and means there are two points of contact, increasing the chances of snagging the bottom. The half-hitches also serve to hold the bait on the hook when casting so that the soft pilchard doesn't fly off and makes it harder for pickers to remove the bait. The small pea or egg-shaped sinker should be placed directly on top of the hook. You can use up to an ounce without unduly

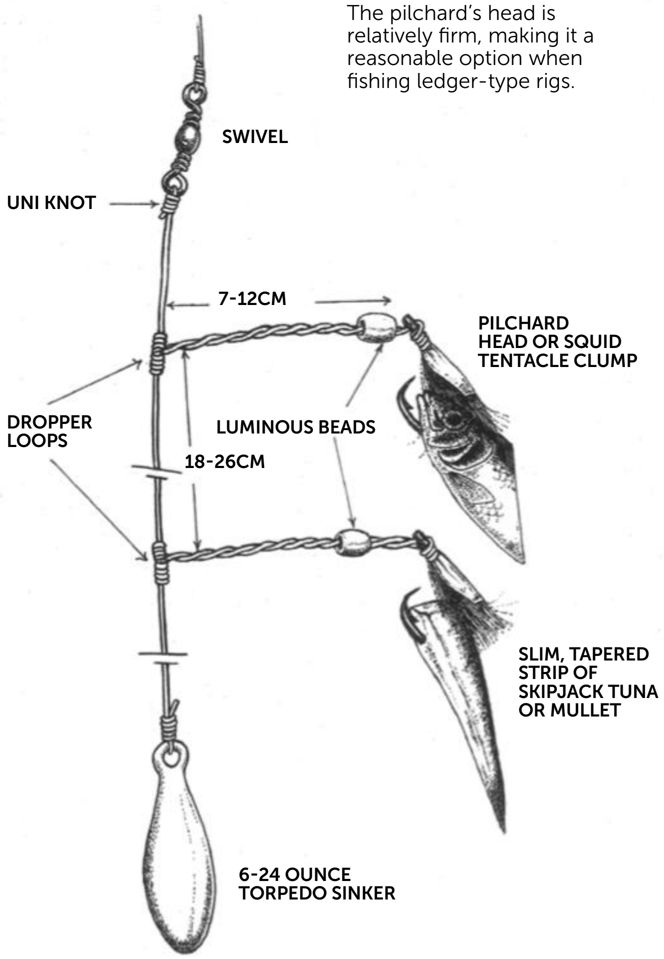
SNAPPER STRAYLINING BAITS

Half pilchards can be very effective during the cold months – note they're cut on the diagonal.


4/0 -6/0 BEAK HOOK OR 3/0 -5/0 CIRCLE HOOK 'SEWED' UP THROUGH PILCHARD NOSE AND PLACED TWO-THIRDS TO THREE QUARTERS DOWN ITS BODY
CUT ON AN ANGLE TO LOOK BIGGER

FLASHER STYLE LEDGER RIG

The pilchard's head is relatively firm, making it a reasonable option when fishing ledger-type rigs.


SWIVEL
UNI KNOT
7-12CM
PILCHARD HEAD OR SQUID TENTACLE CLUMP
DROPPER LOOPS
LUMINOUS BEADS
18-26CM
SLIM, TAPERED STRIP OF SKIPJACK TUNA OR MULLET
6-24 OUNCE TORPEDO SINKER

> ...most fishing tackle shops and many service stations today stock packs of frozen pilchards in various quantities.

affecting bait presentation, although using two ½-oz sinkers is more streamlined and leaves the hook's gape better exposed.

WHOLE PILCHARDS ON A RUNNING RIG

Most of the same principles also apply to the running rig, except the gear tends to be slightly heavier (typically around 10 or 15kg) and we ditch the pea sinker. Instead, we use the lightest ball sinker possible to sink down and hold the bottom in the conditions. The sinker is free-sliding above a swivel joining the trace to the metre-long leader. Running rigs tend to be used in deeper water and/or high current zones.

There's a better argument here for using finer diameter braid over monofilament nylon. With its finer diameter, it cuts through the current more effectively therefore requiring less weight. Its low stretch properties mean bites are easier to feel and since fish bite harder in strong current, they are less likely to be put off.

CHOPPED PILCHARD BAITS

There are times when cut pilchards work better than whole ones. During the winter months, for example, when the snapper's metabolism slows and they are far more likely to eat smaller offerings.

I like to cut my pilchards in half diagonally so they still appear to be a decent meal but are more easily swallowed. Note how the small sinker can still be trapped when stray-lining a tail section; the end of a toothpick can hold the sinker in position when the head section is used (pictured above).

Pilchard chunks can also be effective, especially if some are scattered into the water at regular intervals to attract fish into the area and turn them onto the feed. Even big kingfish will take a pilchard chunk if you first get them feeding in the chunk trail – bury a small, strong unweighted live-bait hook inside a slightly bigger chunk and drop it in with several other chunks. Trevally can be suckers for this tactic, too, but use a light leader as they have excellent eyesight.

Chunks or half pilchard baits also work well on weighted ledger rigs, although their softness means they are easily removed by smaller fish. Chunks are better for gurnard and trevally, while pilchard halves suit snapper.

MAKE THOSE PILLIES LAST LONGER!

The biggest drawback using pilchards as bait (but also one of their great attractions) is their softness – they are easily ripped off the hook. But there are ways to reduce this problem...

Don't completely thaw them out. I like mine what I call 'crispy frozen' – no longer rock-hard, but still very firm to the touch.

Salting pilchards makes them much tougher. Simply coat them in butchers salt or rock salt (iodised is no good), then leave them somewhere cool. They will keep for a long time, but end up looking like pilchard sultanas if kept for too long. They may even float!

Bait elastic can be used to bind pilchard baits on more securely. It's common practice for surfcasters, but bait elastic works for boaties, too!

NEXT MONTH More on baits.

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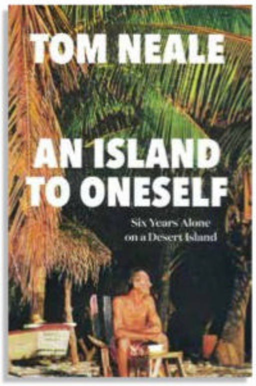
WORDS AND PHOTOGRAPHY BY **ALEX STONE**

Summer reading inspired by our Big Blue Backyard

NEW BOOKS



AN ISLAND TO ONESELF

BY TOM NEALE
2024, HARPER COLLINS PUBLISHERS AOTEAROA NEW ZEALAND

AN ELEGANT HARDBACK reprint of the classic 1966 book of low-key, low-tech, self-deprecating Kiwi can-do. And initiative. And resilience.

An Island to Oneself is almost an underwhelming read, written in such a matter-of-fact style (complete with a sprinkling of quaint, period-coloured social observations). But then you catch yourself in the middle of this humility-of-author, to find yourself reminding oneself that "Hey, this is truly remarkable." The selection of photos and good-looking maps help in this regard too.

Because of this, the book also passes that ultimate readers' test: hard to put down.

This new edition carries a 40-page epilogue by Stella, Tom's daughter, who was born in 1958; and before Tom returned to his beloved Anchorage Island in Suvarov Atoll in 1962.

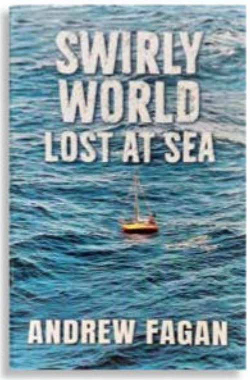
The ending of the book in this way provides a sometimes-poignant family context – which does still manage, however, to explain a lot.

As Stella writes in the memory of a five-year-old (almost six): "My father's return from his second stay on Suwarrow*, in December 1963 is one of my earliest memories of him... At the wharf we stood holding hands with our mother and watched the ship unload. Then a tall, skinny man with white hair walked over to where we were standing, and my mother said, 'This is your father.'"

Stella remembers a cold raspberry soda as part of that day too.

A Kiwi classic.

*The spelling of the name of the atoll has changed in the time of the telling of this story.



SWIRLY WORLD LOST AT SEA

BY ANDREW FAGAN
2024, SWIRLY WORLD PUBLICATIONS

IT'S NOT OFTEN a book launch opens with a wailing grunge guitar solo. But then, Andrew Fagan – who formed the classic 80s Kiwi band The Mockers – does things differently.

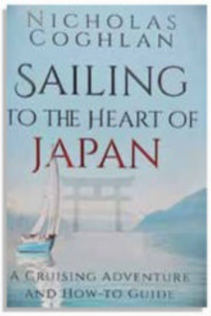
Like setting out to cross oceans in his tiny 17-foot sailboat *Swirly World*. Or in this adventure in this latest book, to circumnavigate the Southern Ocean capes. Which, no spoilers here, didn't go exactly as planned.

The best outline of the book and its themes comes from cover notes penned by Rebecca Hayter, a previous editor of *Boating NZ*: "I'm intrigued by the solo sailor's odyssey into Self, the relentless burden of self-reliance, the stoicism against discomfort, the revelations of thought-chains that come with solitude. Solo sailors tend to be soul-searchers. When they are also writers of prose, poetry or song, like Fagan, we can share their physical and inner journeys, which are often told with candour, humour and vulnerability."

Too right. Written in an engaging style of immediacy and personal perspective, with incidents epic and miniscule and meaningful in equal measure (just like songwriting), *Swirly World Lost at Sea* is this years' ultimate vicarious sailing experience.

SAILING TO THE HEART OF JAPAN – *A CRUISING ADVENTURE AND HOW-TO GUIDE*

BY NICHOLAS COGHLAN 2024, SEAWORTHY PUBLICATIONS



WHO BETTER THAN a retired, now-sailing diplomat and his partner to introduce us to a new place – and especially to a different culture? This book traverses geographies both physical and soulful.

Sailing to the Heart of Japan comes from two intriguing premises: first, the author's curiosity about Japan which grew from his father's (mostly-unspoken-about) Second World War experiences; and secondly, from his career experience as a Canadian diplomat (in a bunch of countries other than Japan).

The solution? To go sailing there. Go find out. Good on them.

The book also gains respect and authenticity (from this reader at least) in coming from the deck of a fairly modest sailboat – not some flash, all-accessorised superyacht. That means I'll trust this real experience, and the initiative arising from it that resolves seamanship and safety issues.

With plenty of good photos and clear maps (though not nautical charts) and numerous practical tips, *Sailing to the Heart of Japan* is a worthy contribution to a wide topic.

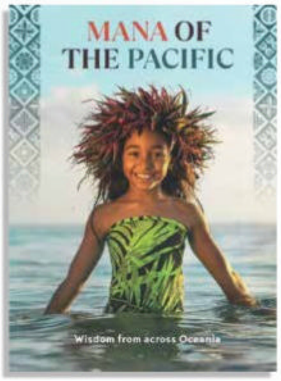
Read first, before setting out to Japan on your own sailboat...

The best time and place to curl up with a good book is during your summer cruise or boating day trips, in the saloon, cockpit, foredeck beanbag or under a beach-edge or riverside tree. Take your pick of comfy spots.

Here are some of Alex Stone's suggestions for great summer reading…

boatbooks
NEW ZEALAND'S PREMIER BOATING BOOKSHOP

NEW BOOKS



MANA OF THE PACIFIC

– WISDOM FROM ACROSS OCEANIA

BY APISALOME MOVONO & REGINA SCHEYVENS

2021, POTTON & BURTON PUBLISHERS NZ

SO MANY BOATS have young readers aboard. Or potential young readers ("I'm bored, Mum…")

Here's the answer for them – the perfect saloon-table pick-up colourful book. And filled with aphorisms and images to inspire all ages. And each of which would lead to lively discussion in the cabin. I can see it even leading to the writing of whakatauki specifically for the host boat.

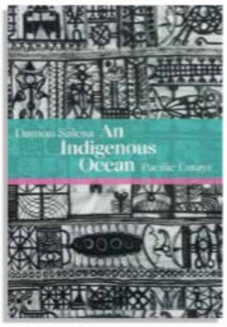
The book includes terrific photographic images and proverbs from Samoa, Fiji, Tonga, Tokelau, Cook Islands, Tuvalu, Federated sates of Micronesia, French Polynesia, Hawaii, Kiribati, New Caledonia, Palau, Papua New Guinea, Republic of the Marshall Islands, Solomon Islands, Vanuatu and Niue.

This is not a book to review – rather to be absorbed in its vibrant look and feel. And, of course, with interesting boats and seascapes aplenty to linger over. As these page spreads show.

AN INDIGENOUS OCEAN

BY DAMON SALESA

2023, BRIDGET WILLIAMS BOOKS



A POWERFUL CONTRIBUTION to our self-awareness as New Zealanders (including the Pasifika diaspora and all immigrants) of our place in the vast Pacific Ocean. Which has an epic history all of its own. As the cover note reminds us, 'The Pacific's 'Indigenous times' are not just smaller sections of larger histories, but dimensions of their own.'

This collection of essays by Samoan-descended Auckland academic Professor Toeolesulusulu Damon Salesa provides deep and thoughtful and wide-ranging content. But don't worry – he's also a crisp and inspirational writer.

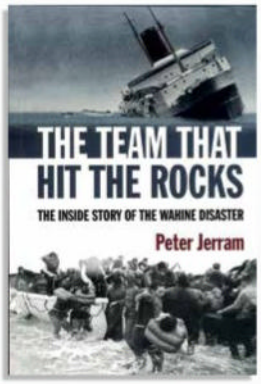
Passages like this tell it like it is – and clearly: "For most of human history, Pacific Islanders were the greatest of sailors and navigators. It took the people of Europe until 1336 to discover the Canary Islands, and the 'wind' (as one scholar put it), only a few hundred miles off the African coast. By this time Pacific Islanders had found every inhabitable island, most of which were comparatively small, spread over waters that spanned more than one-quarter of the globe. This remains one of the dazzling human accomplishments; one that has puzzled and inspired scholars since."

And: "Pacific Islanders considered the sea not so much as a barrier, but as a connection to other places." (And yes, all foot-noted, if you're inclined to further reading.)

Winner of the General Non-Fiction Award at the 2024 Ockham NZ Book Awards, *An Indigenous Ocean* is valuable reading for any Kiwi onboard philosopher. It's a fixture in the saloon of *Skyborne*, our 12m cruising catamaran – inspired, of course, by previous Pacific multihull navigators.

THE TEAM THAT HIT THE ROCKS *– THE INSIDE STORY OF THE WAHINE DISASTER*

BY PETER JERRAM 2024, BATEMAN BOOKS NZ


THE TEAM THAT HIT THE ROCKS
THE INSIDE STORY OF THE WAHINE DISASTER
Peter Jerram

NOW HERE'S A SHIPWRECK TALE with a difference. First, it's a shipwreck tale, well-known and here re-told; but this time from an unexpected angle. A cricket team from Lincoln University (then College) was on the Lyttelton-Wellington ferry *Wahine* on that fateful voyage in April 1968, which ended in New Zealand's worst modern-day maritime tragedy.

The cricket squad of 15 young men all survived. And that makes this book again unique – it's so far (and surprisingly) the only book written about the *Wahine* disaster by a survivor. Peter Jerram, the author is captured in the famous cover photograph. That's him in the foreground carrying another young survivor ashore.

The book grew from a 25th year anniversary reunion of the cricket team. Far from vowing at the time to never talk about the tragedy again, the team now opens up to us, in biographies and reflections. Jerram also researches in depth (he's had a career in science) the reasons behind the tragedy – ranging from human errors of judgement, to design faults in the ship itself.

Beyond the storm, the navigational challenges, the rescue, the front-page news, *The Team That Hit The Rocks* is also a very human story of enduring bonds formed under great duress. With a fascinating glimpse into a New Zealand culture long-gone, almost disappeared.

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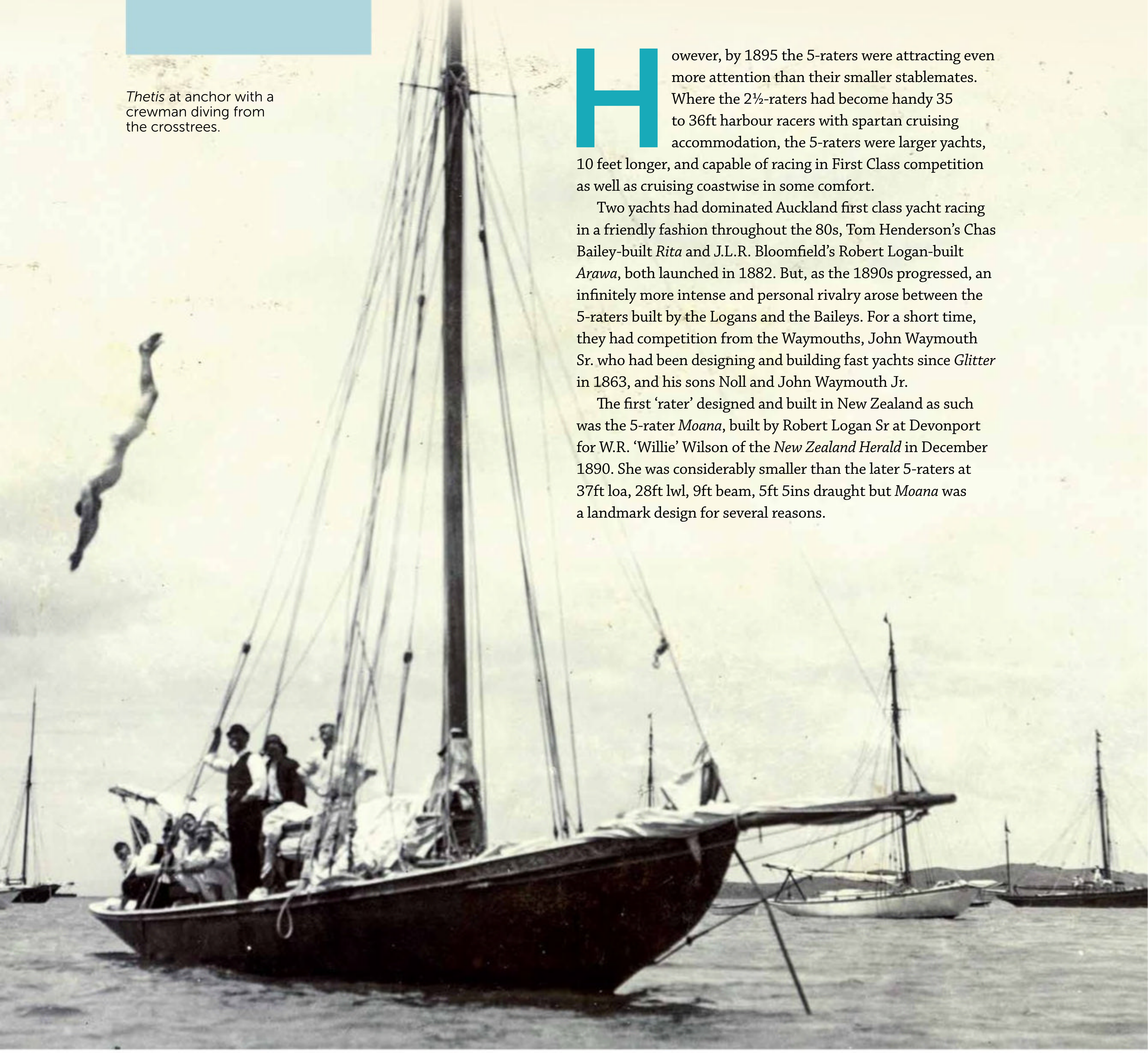
VINTAGEVIEW

with HAROLD KIDD

5-raters and spoon bows too

For the last two issues I concentrated on the 2½-raters of the early 1890s because there were more of them than the first 5-raters and they were more enterprising and competitive.

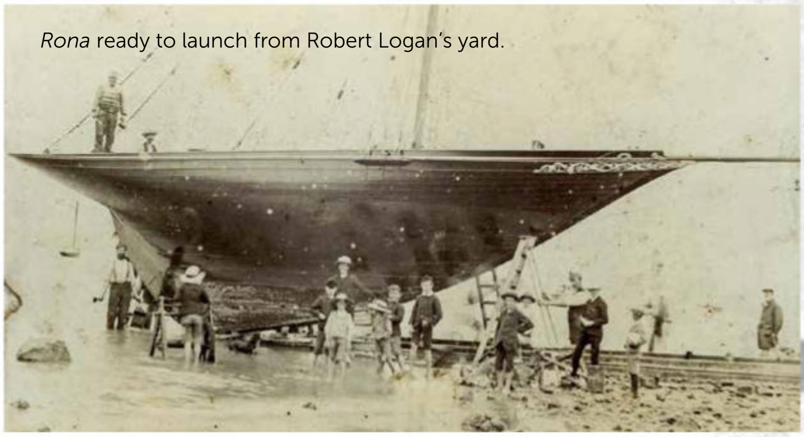


Thetis at anchor with a crewman diving from the crosstrees.

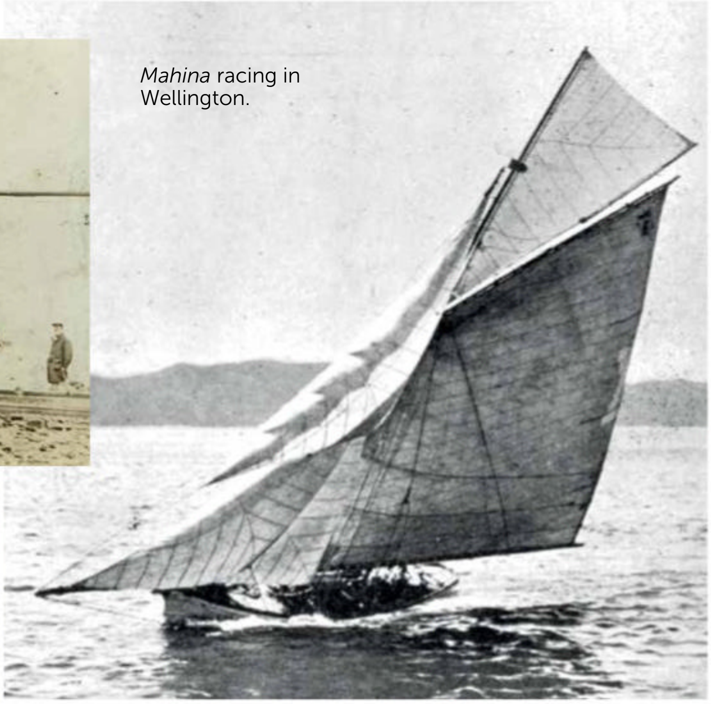
However, by 1895 the 5-raters were attracting even more attention than their smaller stablemates. Where the 2½-raters had become handy 35 to 36ft harbour racers with spartan cruising accommodation, the 5-raters were larger yachts, 10 feet longer, and capable of racing in First Class competition as well as cruising coastwise in some comfort.

Two yachts had dominated Auckland first class yacht racing in a friendly fashion throughout the 80s, Tom Henderson's Chas Bailey-built *Rita* and J.L.R. Bloomfield's Robert Logan-built *Arawa*, both launched in 1882. But, as the 1890s progressed, an infinitely more intense and personal rivalry arose between the 5-raters built by the Logans and the Baileys. For a short time, they had competition from the Waymouths, John Waymouth Sr. who had been designing and building fast yachts since *Glitter* in 1863, and his sons Noll and John Waymouth Jr.

The first 'rater' designed and built in New Zealand as such was the 5-rater *Moana*, built by Robert Logan Sr at Devonport for W.R. 'Willie' Wilson of the *New Zealand Herald* in December 1890. She was considerably smaller than the later 5-raters at 37ft loa, 28ft lwl, 9ft beam, 5ft 5ins draught but *Moana* was a landmark design for several reasons.

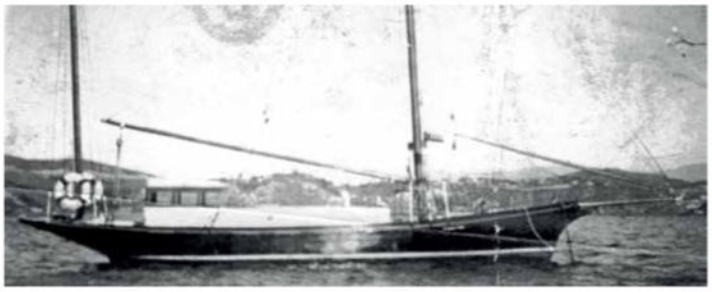


Rona ready to launch from Robert Logan's yard.



Mahina racing in Wellington.

Ngaru.



The first *Moana,* (1890) in later years in Wellington as *Waiwetu* showing her clipper bow.

Firstly, *Moana* was designed as a racer to conform to the recently-introduced international rules which had created a series of 'rater' classes based on their 'rating', derived from length and sail area, rather than length and breadth alone, which had resulted in over-canvassed narrow-gutted 'lead-mines' receiving a better handicap than more seaworthy craft with a sensible breadth to length ratio. Artificially, the new rating was expressed as equivalent to the 'tonnage' under the superseded system. The classes arising under the new rules went from 'half-raters', like Auckland's later 18ft 6in centreboard 'patikis', through to the two most popular of the keel yacht rater classes locally, the 2½-raters and the 5-raters.

Secondly, New Zealand was finally struggling out of the 'Long Depression' of the 1880s. *Moana* was an example of contemporary conspicuous consumption for a wealthy and skilled yachtsman. She heralded a new wave of pur sang racing yacht construction, as distinct from many of her Logan and Bailey predecessors, which were built with a probable end-use as fishing boats or even as small traders here or in the Pacific Islands. Logan's *Akarana* of 1888, built to race in Melbourne under the superseded Thames Rule, had pointed the way. *Moana* shared *Akarana*'s 'clipper bow' but was a generation in advance in her hull design.

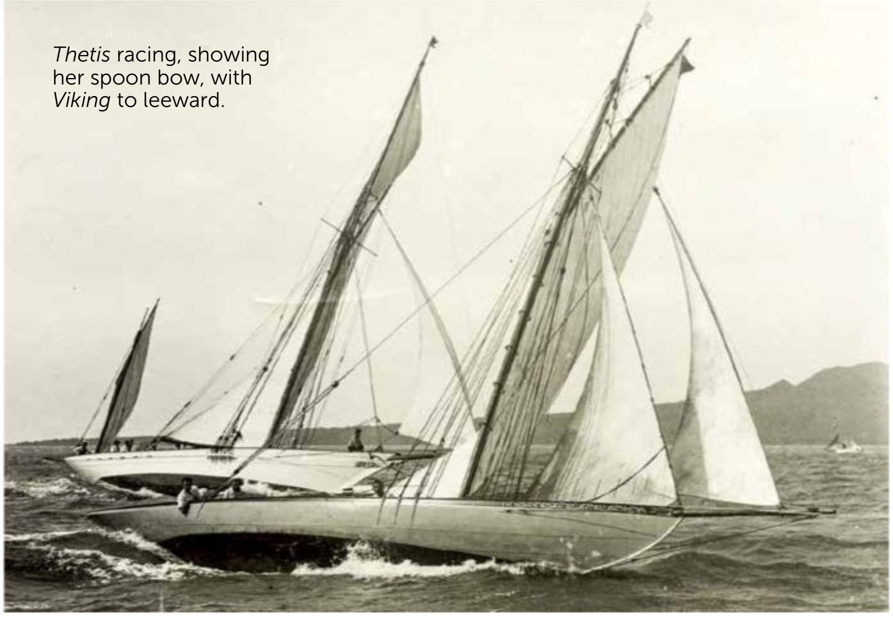
Thirdly, *Moana* signalled the start of heightened competition between the houses of Logan and Bailey, a rivalry that had flourished since Robert Logan Sr launched his crack second class centre-boarder *Jessie Logan* in January 1880, entering commercial yacht construction, a field that Charles Bailey Sr. had pretty much dominated since 1872 when he took over George Beddoes' North Shore yard and built *Fleetwing*. There developed an ever-increasing battle, season after season, between these two brilliant Auckland dynasties of yacht builders to produce the fastest, most up-to-date and the most beautiful racing yachts for the New Zealand and, later, the Australian and South African markets.

After the launch of *Moana* no new 5-raters were built for another year until, in October 1891, Chas Bailey Sr built *Mahina* (4.6 rating), for J.R. Gibbons of Wellington. In November John Waymouth Jr built *Toroa* (3.75 rating) for a syndicate of Clarke, Tripp and Goodacre, and, in the December, Bailey built *Constance* (4.16 rating) for the Jagger brothers of Auckland. All three yachts were of archaic form, not built to the spirit of the rules but happened to rate around 5.

By the local 1892-3 season new overseas yacht designs were capturing local attention. Yankee Nat Herreshoff's 1891 *Gloriana* became the benchmark for keel yacht design overnight. With a heavily-raked straight bow, *Gloriana* eliminated the archaic concave 'schooner' or 'clipper' bow and the deep forefoot which had been essential to get maximum benefit from the Thames Rule. At the same time, New Zealand was entering a remarkable period of reform and prosperity under the Liberal Government, enabling yachtsmen to at last afford to build craft to the new design parameters. The local builders most interested in the development of yacht design, the Logans, the Baileys and the Waymouths, became heavily influenced by *Gloriana*.

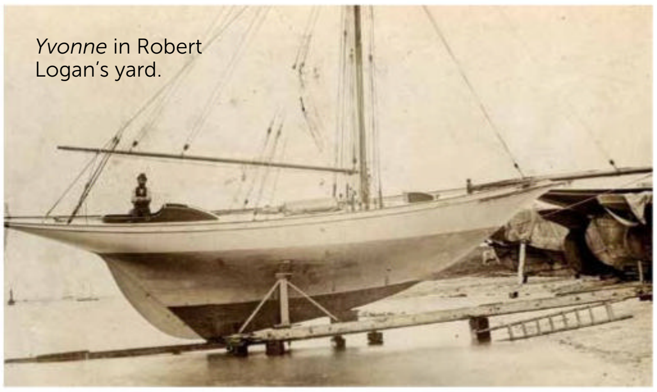
The 1892-3 season produced no less than three genuinely

Atalanta.



Thetis racing, showing her spoon bow, with *Viking* to leeward.

Aorere racing in 1898.



Yvonne in Robert Logan's yard.

Herreshoff-inspired 2½-raters and three 5-raters. Of the 2½-raters, Waymouth Sr. died just before his *Yum Yum* was launched and she suffered from lack of his overview. Bailey's eldest son Charles built *Rogue* as a private venture. *Rogue* was a fine yacht, well sailed, but the season was dominated by *Gloriana*, a totally Herreshoff-tribute yacht, built by three of Robert Logan's sons, John (Jock), Arch and Robert Jr. As I have shown in recent articles, *Gloriana* quickly proved herself the best boat, making the Logan boys' reputation with one yacht.

Of the new season's three 5-raters, Robert Logan Sr.'s *Aorere* (November 1892, 5.8 rating) was top boat, streets ahead of Bailey Sr.'s *Miharo* (December 1892, 5.5 rating), an embarrassment soon relegated to cruising and then to the fishing fleet. Robert Logan Sr also built the seriously smart and competitive *Rona* (January 1893, 4.8 rating) on commission for Alexander Turnbull of Wellington. In contemporary newspapers *Rona* was said to be to a design by G. L Watson, but the Lloyds Yacht Register had her designer as "R. Logan". In fact, her lines were probably derived from Watson's *Valentine* published in a book by Dixon Kemp. Sailed by Arch Buchanan, *Rona* won the Auckland Anniversary Regatta First Class race in a resail before being sailed down to Wellington by Capt. Butt.

Only one new 2½-rater was built for the 1893-4 season, Charles Bailey Jr.'s *Daisy*, launched on December 23 1893, on the same tide as his father's magnum opus, the 67-footer *Viking*. *Gloriana* remained unbeaten in the 2½-rater races.

In December 1893 three new 5-raters were built for the next season. Robert Logan Sr built *Ngaru* (3.95 rating) for J.C. Webster and W.E. Bennett. Logan Bros launched *Kestrel* (6.09 rating) for the Jeffreys brothers of Maraetai. But the yacht of the season was *Yvonne*, (precisely 4.98 rating) built by Robert Logan Sr. for solicitor Arch Buchanan in which Buchanan claimed design input. She was outstanding from the start, and the first yacht to beat *Aorere* consistently. *Yvonne*'s later exploits under Prof. Scott of Christchurch are legendary, of course.

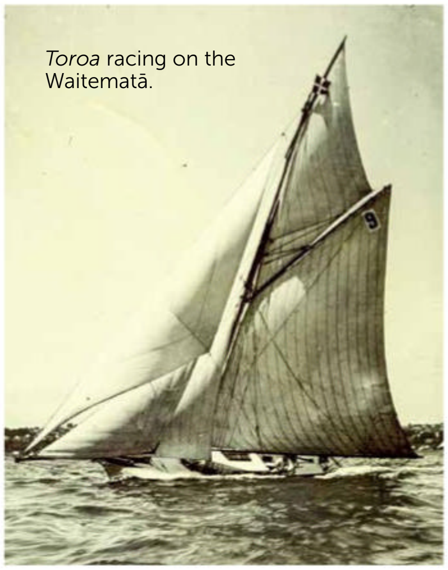
After the launch of *Viking*, Bailey Sr. retired at the age of 48 and sold his business to his sons Charles Jr. (28) and Walter (26). They traded as 'C. & W. Bailey' but were commonly called 'Bailey Bros' to parallel the three Logan sons who had set up on their own as 'Logan Bros' after the success of *Gloriana*. In the winter of 1894, the Bailey brothers built the pretty centreboard cutter *Atalanta* (4.82 rating) for Napier, but she was sailed to Napier and did all her racing in Wellington.

Yacht design had continued to develop rapidly in Great Britain and the United States. Hard on Nat Herreshoff's heels was Scotsman G.L. Watson whose designs for the Prince of Wales' yacht *Britannia* and her near-sister *Valkyrie II*, the America's Cup challenger, were a sensation when they were launched in April 1893 on the Clyde. They both had similar underwater sections to *Gloriana* but moved to a rounded or 'spoon' bow, which is natural to our eyes but was thought of as quite ugly at the time. The spoon bow provided more buoyancy forward and, if designed well, more speed, but there was still hesitancy about this strange convex bow in a yachting culture accustomed to perpendicular, 'clipper', 'schooner' or even rule-cheating reverse 'ram bows'.

In fact, John Waymouth Sr had played with a spoon bow as early as 1883 with his design for the centre-boarder *Seagull*, built for fisherman W. Knox. She performed so well that the Waymouths bought her back, converted her to a deadwood keeler and renamed her *Mapu*. She was very successful in Auckland and later Wellington second-class racing, but nobody followed her example.

After *Britannia*'s model became accepted and most people had adjusted their aesthetics, the first spoon bow to appear in this country was on *Zinita*, a 2½-rater built by the Bailey brothers on spec for themselves to race in December 1894. They touted her to be the nemesis of *Gloriana*. And it was a close-run thing. After a series of wins by both boats, protests and demands for remeasurements, James Dunning retired *Gloriana* to Mahurangi.

The two 5-raters of the 1894-5 season were a mixed bag. Both were launched in January 1895. The first was the latest brave attempt to build a steel yacht in Auckland. Designed by William Seager in conjunction with Noll Waymouth and built at Seager Bros' foundry for Val Masefield, *Thetis* (5.5 rating) was the second Auckland yacht to sport the spoon bow. She too was considered very ugly at the time and was referred to in the press as 'the Tank', although she looks most attractive to modern eyes. Despite being sailed by the crack amateur helmsman Walter Jones of *Jessie Logan* fame, her performance was patchy. *Yvonne* easily outran her. Logan Bros brought out the very pretty *Ladye Wilma* for Dr F.W. Coates of Waiheke, but she was principally for cruising and rated at only 4.3. BNZ


Toroa racing on the Waitematā.

MISS AN ISSUE?

REVISIT HAROLD KIDD'S VINTAGE VIEW RATERS STORIES PART I AND PART II HERE

BOATINGNZ.CO.NZ

NEXT MONTH I will introduce the fantastic 5-raters built in Auckland for the 1895-6 season.

BOATINGNZ.CO.NZ

Marine Refrigeration

DC Electric - The Modern Choice

You don't really give any thought as to your fridge temperature at home, open the door and everything is cold.

On a boat, if your fridge system works off the motor, then you will have to run the engine at least twice a day to try to maintain a stable temperature.

On a hot day with the engine driven compressor not running, the temperature in the fridge quickly increases to a point of food spoilage and warm drinks. Modern marine electric DC refrigeration changes everything, it keeps the fridge or freezer at a maintained stable temperature. Your only job now is to maintain battery capacity, with advancements in solar panels, alternators and battery technology, the amount of engine running required for an engine driven system should be the same if not less for battery charging. While the engine driven systems are powerful, they need regular maintenance and that generally is not a cheap exercise. The cost of older ozone depleting refrigerant, parts/service time every year or so starts to really mount add up. With the electric systems the general yearly service is a thing of the past.

You don't service your fridge at home and this is the same technology supplied with the marine refrigeration but run off a different power source.

Around 25 years ago the introduction of the DC battery powered refrigeration systems started to show up in some of the cruising yachts visiting our shore, now they are a standard item fitted to almost all production boats worldwide.

So, if you have been wondering about your existing engine driven system and what could be done to improve it, there is a solution. The choice of out of the box ready to go refrigeration packages is very large. With a little help in selection, you could install yourself or get your local fridge expert to install for you.

These electric refrigeration systems are now commonly retrofitted into the older custom made cabinets. Generally, the custom cabinets are too hard to remove or the timber/rebuild work makes it just too expensive to just rip the old system out. If the engine driven system is still in good working order, you have the option of retro fitting an electric system to help maintain a stable temperature. However, if the system has stopped and the cost of rebuilding is eye watering then electric is the only way to go. With the price of a couple of kitsets and install costs, the changeover is normally cheaper than rebuilding the old system. The other upside of electric refrigeration is the ability to leave the systems running on the marina via shore power supply or sitting in a location for extended periods of time without running the motor. This has become a very popular solution thanks to the solar charging, so if this article has captured your interest and would like to know more about the products or some help with options with your current system, contact the experts in DC refrigeration. We are happy to work with you or your local fridge company to get great results.

When thinking about a kitset, the normal rule of thumb is to allow around $1500 for a fridge and $2000 for a freezer inc gst for the aircooled kits.

The kits come complete ready to go in two sections separated with self-sealing couplings, pre-charged with refrigerant, complete with control thermostat.

While there are other options such as water cooling, larger capacity compressors, and shore power/genset power feed, these are the details that we can help with once you have some basic volume measurements.

Visit our website and view the DC refrigeration options, feel free to email us with your sketches and photos so we can help you decide what is the best refrigeration option for you.

MARINE REFRIGERATION TECHNICIANS, EXPERTS IN OUR FIELD
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21 TARNDALE GROVE, ALBANY, AUCKLAND
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feature

Brest classics

WORLD CLASSICS

WORDS AND PHOTOGRAPHY BY **CHRIS BARKER**

THESE PAGES Classic boats large and small line the docks and tall ships ply the bay.

BREST MARITIME FESTIVAL 2024

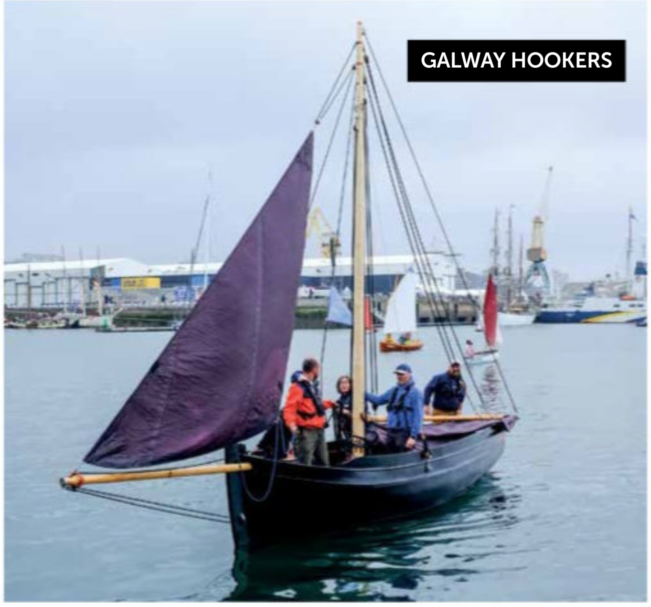
EXTRAVAGANZA

Every four years since the 1990s, Brittany's largest port, Brest, has played host to a gathering of traditional craft from around the world. Over time it has become the world's largest. This year over 1,000 vessels and 700,000 visitors attended over six days in mid-July.

As 2020's event fell victim to Covid, demand was strong amongst this year's attendees, with all spots filled eight months beforehand. This really is a place where you will see everything and anything tied up along the eight kilometres of dockage, from the smallest Welsh coracle to tall ships with dozens of crew members. As well as the on-water show, various themed areas and stages abound. You're as likely to come across Tahitian dancers as Celtic bagpipe bands and LBGT choirs of 'nuns'.

As well as the official attendees, it seems generally accepted that any local with a wooden dinghy or dory can float about in the port, so long as they don't get in the way, or try and tack out in front of the manoeuvring giants. Those that do get lots of hand gestures from the army of supporting RIBS.

Whilst the tall ships had snaking lines of visitors queuing up for tours, it's the myriads of smaller vessels under 100 feet (30.5m) that grab the attention. Whale boats, French Langoustiners, New England catboats, Brixham trawlers, classic yachts, they're all here.



GALWAY HOOKERS

Even varnished classic race yachts have been trailered in from places as far away as Switzerland and Sweden.

Boats of similar ilk are grouped together where possible, but at any time many were out in the bay with sails up, generally having a good time and providing an amazing spectacle for those watching from shore. Often the only way to find out anything about what's in front of you was to ask of the crew on board, "what's this then?" Here are a few.

GALWAY HOOKERS

The Galway Hooker Sailing Club had trailered over three boats and 40 members from the west of Ireland, and were generally having an excellent time, being used to sailing in the rain, which swept through the event on a couple of days. These gaff-rigged, black-hulled boats were used for fishing and carrying cargo around the Galway Bay area. With open decks and stone ballast, those present were the smaller representatives, handy enough to carry a few passengers and be beached for unloading. The Irish diaspora built boats of similar lines in Boston, and the club is hoping to ship a Hooker over there for a future event.

100 % cochon !
COOK N Truck
Brasserie M
OSKA

GERMANIA VI

Commissioned by a member of the Krupp family as an ocean racer, and built in Germany in 1963, *Germania VI* carries classic Sparkman and Stevens lines. One of the first welded aluminum hulls, she is still based in Kiel as a sail training yacht. With the S+S centenary coming up in 2029, there might be plans to get her to Newport for the event.

CARRIE

Graham Benson sailed his 1983 Heard 23 Falmouth Working Boat over 500 miles from Scotland, after being thwarted in 2020 due to Covid. The month-long trip via Wales and the Scilly Isles involved several crew changes and a new outboard. Sporting a large Scottish flag, he was out with the rest of the fleet on the sunny days, happy to finally be here. In the size versus distance awards, he must have been up there.

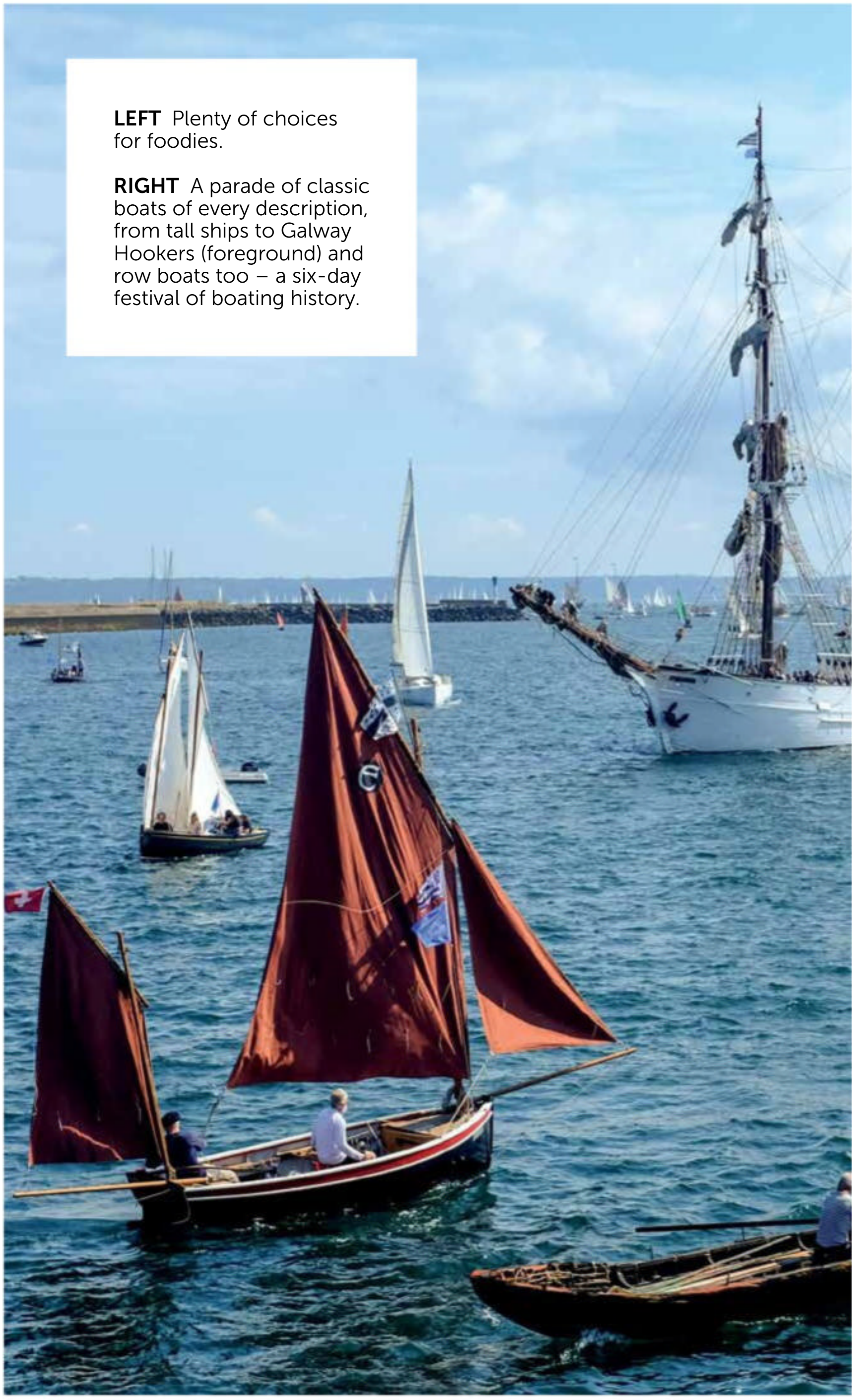
LES TROIS FRERES

It must be said, the French look after their small boat maritime heritage better than most, with a multitude of small associations up and down the coast caring for one or two boats of local relevance or historical value. Typical of this is *Les Trois Freres*, a Morbihan Sinagot, built in 1943. A general inshore oyster dredger/seiner/fishing boat, she's now registered as a historical monument. Strong timbers and a generally open deck point to a hard life on the open seas around Brittany.

As with all French festivals, food is omnipresent; everything from traditional French moules et frites to Polynesian dishes, and places in between.

LEFT Plenty of choices for foodies.

RIGHT A parade of classic boats of every description, from tall ships to Galway Hookers (foreground) and row boats too – a six-day festival of boating history.



CARRIE

For more information search Maritime Festivals on: www.brittanytourism.com

LES TROIS FRERES

GERMANIA VI

Brest is a huge festival, and it can feel a bit impersonal and exhausting. In contrast, the biannual Douarnenez Maritime Festival held the following weekend a bit further down the coast is a much more grassroots affair, with the boats being more accessible, and fewer of the tall-ship giants. To get from one port to the other, a mass parade of sail takes place on the preceding Thursday, passing close to many viewing headlands.

Douarnenez has a long history of building working boats – there are still a few traditional yards lining the river, and last–minute preparations were still ongoing in the days leading up to the festival.

If you happen to be passing by France in the summer, these festivals are well worth a visit. Even better would be to book a berth on a visiting yacht and combine a channel passage from the UK as well as attending. Interestingly, despite a large Pasifika presence, there were no waka ama or a Kiwi presence of any kind. Perhaps for 2028 a combined waka/haka group could be an idea? BNZ

Marine Biosecurity 101

STOP MARINE PESTS CATCHING A FREE RIDE

Mediterranean fanworm was missed on the bottom of this keelbulb

A dirty boat doesn't only cost you in fuel and speed – it can also be a haven for marine pest hitchhikers that can travel on our hulls, anchors and equipment, and cause havoc in the coastal places we love. Here is a quick refresher of the marine pest basics as we go into summer and peak cruising seasons.

Marine pests grow on hulls, props and fittings

Plants and animals can accumulate as biofouling on any underwater surface. Sometimes, these hitchhikers are invasive species, known as marine pests, which travel with us to our favourite spots.

Examples: Mediterranean fanworm, Australian droplet tunicate, Asian kelp/ Wakame

Actions to take: Regular hull grooming – antifouling and cleaning with special attention to props and niche areas.

They can attach onto any in-water equipment – anchors, dive and fishing gear, and get into holding tanks.

Some species can travel as larvae, juveniles or small fragments attached to our gear. While they can sometimes also disperse in currents, they move further and faster when they hitch a ride aboard our boats.

Examples: Exotic caulerpa, Asparagopsis, Asian paddle crab, Clavelina sea squirt

Actions to take: Clean in-water gear like anchors, dive and fishing gear, and holding tanks before you move, every time.

A dirty boat doesn't only slow you down...

it could see you turned away from marinas or regions around New Zealand

So before you cast off, check out the biosecurity rules here

marinepests.nz/rules

GETTING ACROSS THE RULES

Don't risk getting turned away from your destination. Because each location is different, and so is each boat, there are a few different types of rules you need to understand before your next cruise.

1. REGIONAL RULES

Most regions have rules about biofouling and/or marine pests. These are slightly different between regions, but generally, if your hull has no more than a light slime layer, you'll be good to go. If you are getting close to more than that, it's time to arrange a clean, making sure you include hard to get to spots like the keel bulb and intakes.

Get links to detailed rules at marinepests.nz/rules

2. MARINA RULES

Many marinas ask you to take extra steps. For example, Whitianga Marina has strict rules to help keep Mediterranean fanworm out, because if it gets into the marina, its next stop could be the gorgeous fanworm-free Coromandel coast.

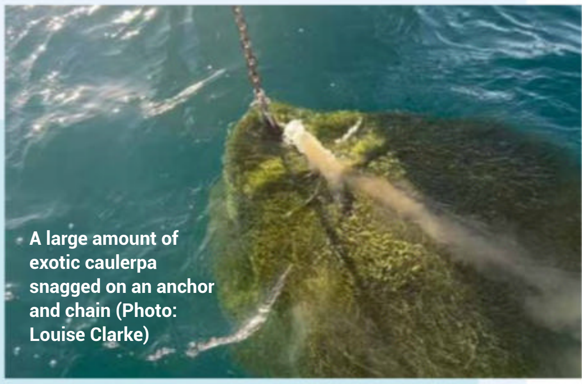
To visit these marinas you may need to provide evidence of either an antifoul within the previous six months, or a lift-and-wash within one month of leaving an area infected with marine pests. They might ask for details of where you have been recently, and if you are coming from a risky area, even get you to haul out on arrival.

Keep evidence of all your hull maintenance and check with your marina when you book

3. EQUIPMENT RULES

Our biggest fear with seaweeds is that a small piece catches on an unsuspecting boaties' anchor or dive gear and moves from bay to bay that way. That's why there are restrictions related to exotic caulerpa species including locations where you can't anchor or disturb the seafloor. Our recommendation is that you stay away from places where we know exotic caulerpa is established. By making a habit of checking your anchor, chain and gear for weed before you move locations, you'll also reduce the risk of taking it with you.

Go to biosecurity.govt.nz/caulerpa for the latest information



A large amount of exotic caulerpa snagged on an anchor and chain (Photo: Louise Clarke)

BIOFOULING RULES RECAP

For the Top of the North and Top of the South regions

NORTHLAND

No more than *light fouling when moving*

AUCKLAND

No more than *light fouling at all times*

WAIKATO (COROMANDEL)

No more than *light fouling while moving**

BAY OF PLENTY

No more than *light fouling when moving*

WELLINGTON, MARLBOROUGH, NELSON, TASMAN

No more than *light fouling when entering* the Marlborough, Nelson, or Tasman regions.

*recommendation only

'Light fouling' means Level 2 on the Level of Fouling Scale. Find out more about this tool at marinepests.nz/biofouling

Additional rules may apply in relation to the movement or discharge of specific marine pests.

Other councils also have rules – visit marinepests.nz/rules for details when planning your next epic adventure.

Brought to you by the Top of the North Marine Biosecurity Partnership and the Top of the South Marine Biosecurity Partnership

FIND OUT MORE ABOUT THE PARTNERSHIPS AT
marinepests.nz and
marinebiosecurity.co.nz

CLASSIC REDEMPTION

While you were shivering in a cold and windy Aotearoa, hundreds of kilometres away, a young couple was sitting in the Fijian sunshine and enjoying the fruits of their labours. If, as the old beer commercial went, it tastes best when you've earned it, whatever Sam Harkin and Jen Greengrass were drinking as they relaxed in a quiet bay on their immaculately restored yacht *Nordic* must have tasted absolutely fantastic.

It's been a hard five years getting to this point, though. Sam first laid eyes on *Nordic* back in 2019, after he lost all his savings buying a 36-foot (11m) steel yacht with his brother, which turned out to be structurally unsound. He kept the mast and sails, sold the hull for scrap and ended up with about $1,500 in his pocket.

Fortunately, that's what he needed to put a deposit on the 26-foot (8m) cutter-rigged double-ender *Nordic*, lying neglected and unloved except by a thick growth of marine life in Ōhiwa Harbour, near Whakatāne. After scraping some more money together and sailing her back to Auckland with the aid of a ship's compass and a large-scale map, the hard work of restoring her to her former glory began.

Nordic's lines come from a plan originally drawn by American naval architect Philip Rhodes in 1926. Christchurch boatie Max Peek bought a set of plans in 1933 and built her over a period of a decade, pausing briefly during World War II. She was launched at Easter 1948 at Redcliffs, on the Avon-Heathcote estuary near Sumner, Christchurch.

After about ten years of adventures, Peek sold her to the Lloyd family of Christchurch in the late 1950s or early 1960s. Sadly, she was involved in a tragedy in 1962 when the Lloyds headed off in her to cruise the Pacific. The family was caught in bad weather off the coast of Leigh, north of Auckland, and *Nordic* went aground at what is still known to locals as Nordic Bay. Mrs Lloyd had gone below to discover both their young children had been affected by carbon monoxide poisoning from the yacht's engine, and when the parents decided to run for Leigh Harbour to get help, they misjudged the harbour entrance. Sadly, the youngest child died from the poisoning.

Nordic was then salvaged and rebuilt by Claude Greenwood of Whangateau, and cruised the Hauraki Gulf for several years before Lew Peek, son of the original builder, bought her back and returned her to Canterbury in 1969. Lew circumnavigated the South Island in her in 1977. She was then sold again and slipped into obscurity for years, her condition deteriorating, before she came into Sam's capable hands.

Sam has assembled an impressive collection of papers, photographs, even videos of the yacht over her lifespan. "After the first article appeared in *Boating*, the granddaughter of Max Peek saw it and got in touch with us," he says. "She had a lot of images of the construction, as well as Super-8 film of Max doing everything from pouring the lead for the keel to shaping up the mast and many tasks in between. She came up and saw the boat just before we headed off on the trip and she's so happy with what we've done with it."

Sam is by trade a carpenter, but he comes from a family of boatbuilders. However, his years of experience meticulously restoring *Nordic* would surely qualify him as a shipwright. He has made ends meet over the years of the restoration project

NORDIC
NZ3299

feature

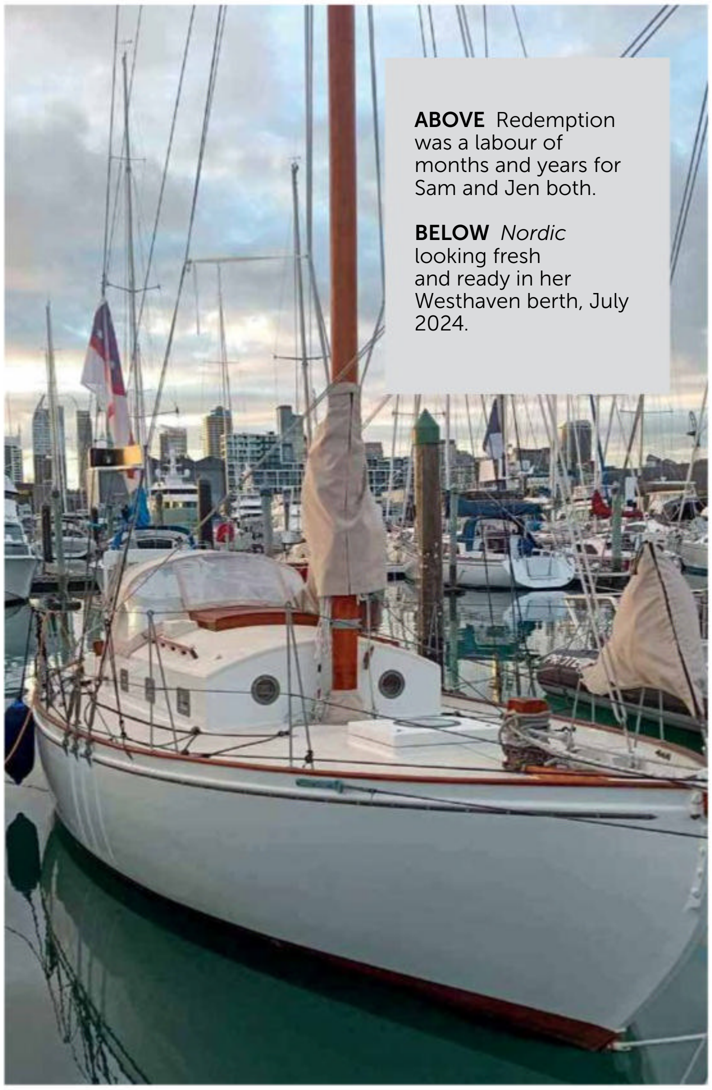
Nordic rescue

WORDS BY **SARAH ELL**
PHOTOGRAPHY BY **SAM HARKIN**

working at the Maritime Museum on classic timber boats before starting his own business, Nordic Yacht Services, doing repairs on more modern craft, including teak restoration and varnishing, painting and antifouling, rigging and rope splicing. He's learned a few tricks of the trade along the way, including how to steam-bend timber.

The first stage of her restoration began in 2020, when she was hauled out after the first lockdown and Sam spent six months stripping the hull back to bare timber, living inside the boat while in a shed at the Weiti Boating Club north of Auckland. (This stage of the restoration featured in *Boating NZ* in September that year.) Fortunately, beneath the thick growth of mussels and weed, *Nordic*'s carvel-planked hull – built of kauri, spotted gum and ironbark, with pōhutukawa knees – was sound, with only some small patches of rot.

Sam spent six months stripping the hull back to bare timber...



ABOVE Redemption was a labour of months and years for Sam and Jen both.

BELOW *Nordic* looking fresh and ready in her Westhaven berth, July 2024.

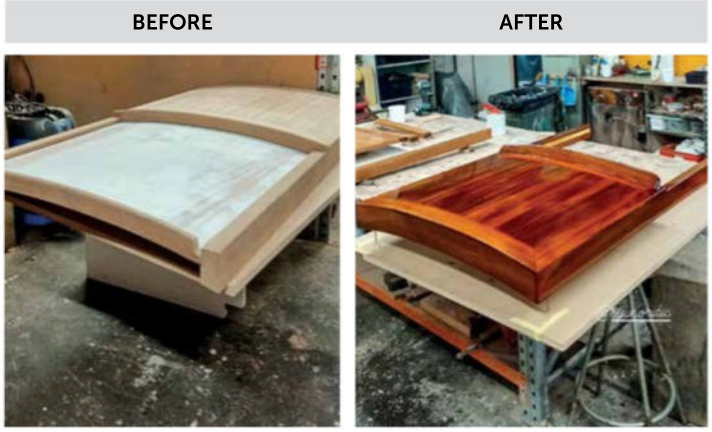
With the boat back in the water, attention turned to the mast, which was looking a little worse for wear before 12 coats of varnish and all the standing and running rigging was replaced, with Wayne Olson of Horizon Boats generously allowing them the use of a corner of his shed to do it. Then it was time for the interior, but it was nearly another three years before she was ready to go to Fiji, in July 2024.

"We thought it would take three to six months and it ended up taking eighteen. We did the saloon and the aft end of the boat, taking everything back to bare timber," Sam says. "I learned from the first refit just how awful living on board could be, so we moved off and lived with Mum in Takapuna. I said to Jen, don't even unpack, we'll only be here for two months. Eighteen months later we finally moved out. . .Thank goodness for mums!"

Some minor changes were made to the interior layout: the pair of single berths in the bow were converted into a slightly more generous and practical double and a simple galley and head facilities were installed.

"We built the frame and carcass of the galley, removed it to prep and paint the hull before dropping it back in," Sam says. "We searched for years to find an Origo pressurised meths stove, because we didn't want to have gas. Jen's father [in the UK] went on the hunt and found one in the Netherlands."

The stove is not only safe to use – a meths flame can be put out with water – but its installation is a masterpiece of practical space-saving. Sam's friend Julian Meyer designed and built a special welded stainless steel fitting which allows the stove to pivot out from the starboard cabin side when required while still allowing it to gimbal, then neatly stow away. For keeping food chilled, there's a compact but efficient Dometic CFX 12V


BEFORE
AFTER

portable fridge, which draws very little power.

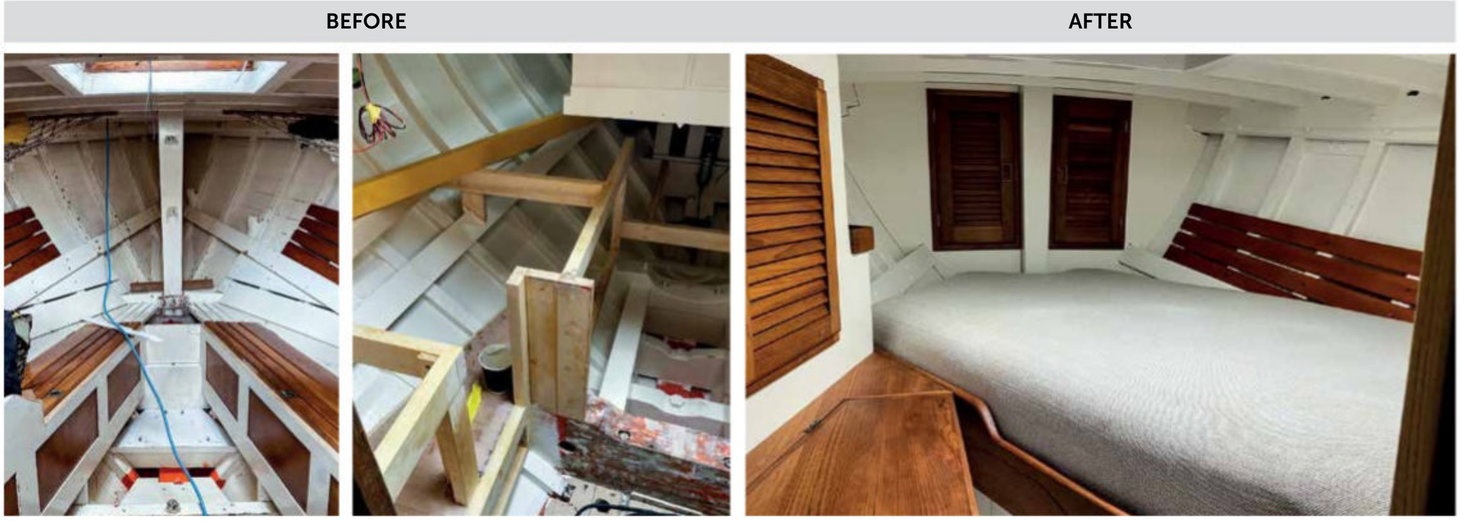
The head is aft to starboard, tucked away under a timber lid. "On small boats the toilet is usually under your pillow but I'd prefer it in the kitchen," Sam says. "It used to have a little composting toilet between the forward berths, but we got rid of that." A lovely stainless bucket performing admirably for the years in between.

The quarterberth space on the starboard side is used for storage, while the port side is home to the diesel tank, with a small bench and sink forward of it. In the centre of the saloon, drop-leaves form a small table. Sam has also built and installed a beautiful new set of companionway steps.

While Sam has tried to keep her true to her original shape as possible, there have been a few concessions to practicality and modernity: the gooseneck was raised to accommodate the new dodger, and solar panels were fitted on the bow. The last job before heading north involved Sam making a new companionway hatch and cover out of foam, glass and carbon, with a 12mm teak veneer to save weight but retain the classic look.

ABOVE The couple added a dodger and lovingly restored features like the companionway hatch.

BELOW The saloon and the berths in the forepeak were completely remodelled, transforming the boat to make living aboard for a couple much more practical. Harkin's craftsmanship is everywhere evident.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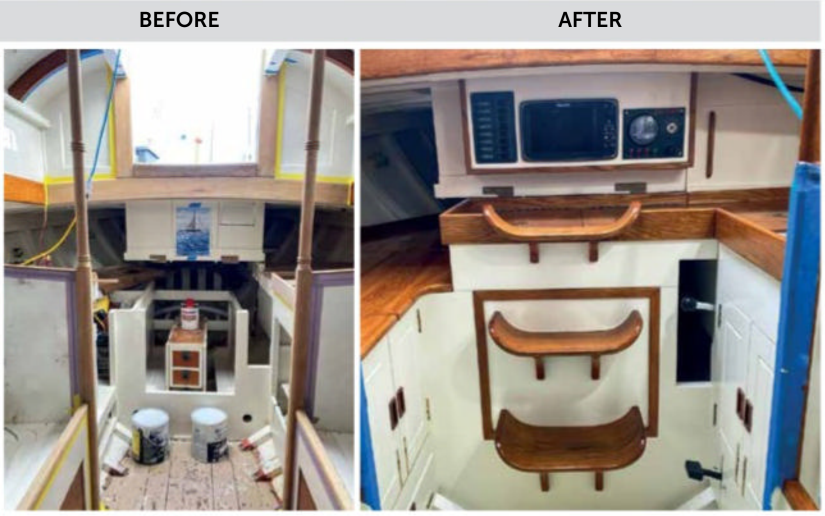
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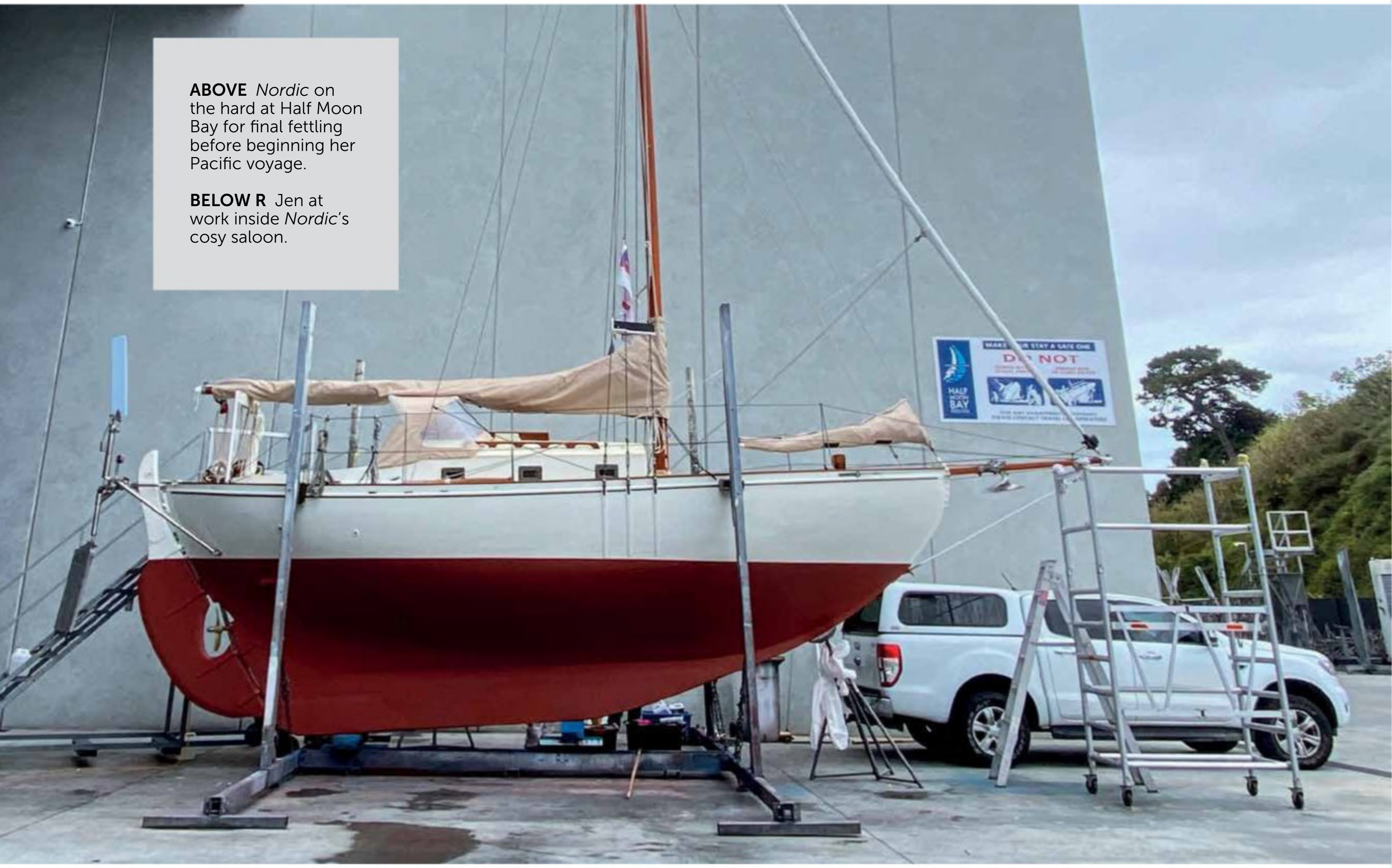


ABOVE *Nordic* on the hard at Half Moon Bay for final fettling before beginning her Pacific voyage.

BELOW R Jen at work inside *Nordic*'s cosy saloon.

"My brother being a composite boatbuilder suggested I use carbon unis on the corners just so we can say the boat's got carbon fibre in it," Sam says.

Nordic was powered from the early 1960s by an air-cooled Lister diesel, complete with original receipts, which was still going strong when Sam bought the boat. However, its time was up when the interior refit was carried out. "It used to take up the whole aft third of the boat, and it was quite noisy, having no engine box around it" Sam says. New Iroko fore-and-aft engine bearers were installed between the old athwartship mounts to take a new and much smaller Beta 20hp diesel, which is now confined to a sound-insulated box under the stairs, "so now we can actually hear each other speak when it's running," Sam says.

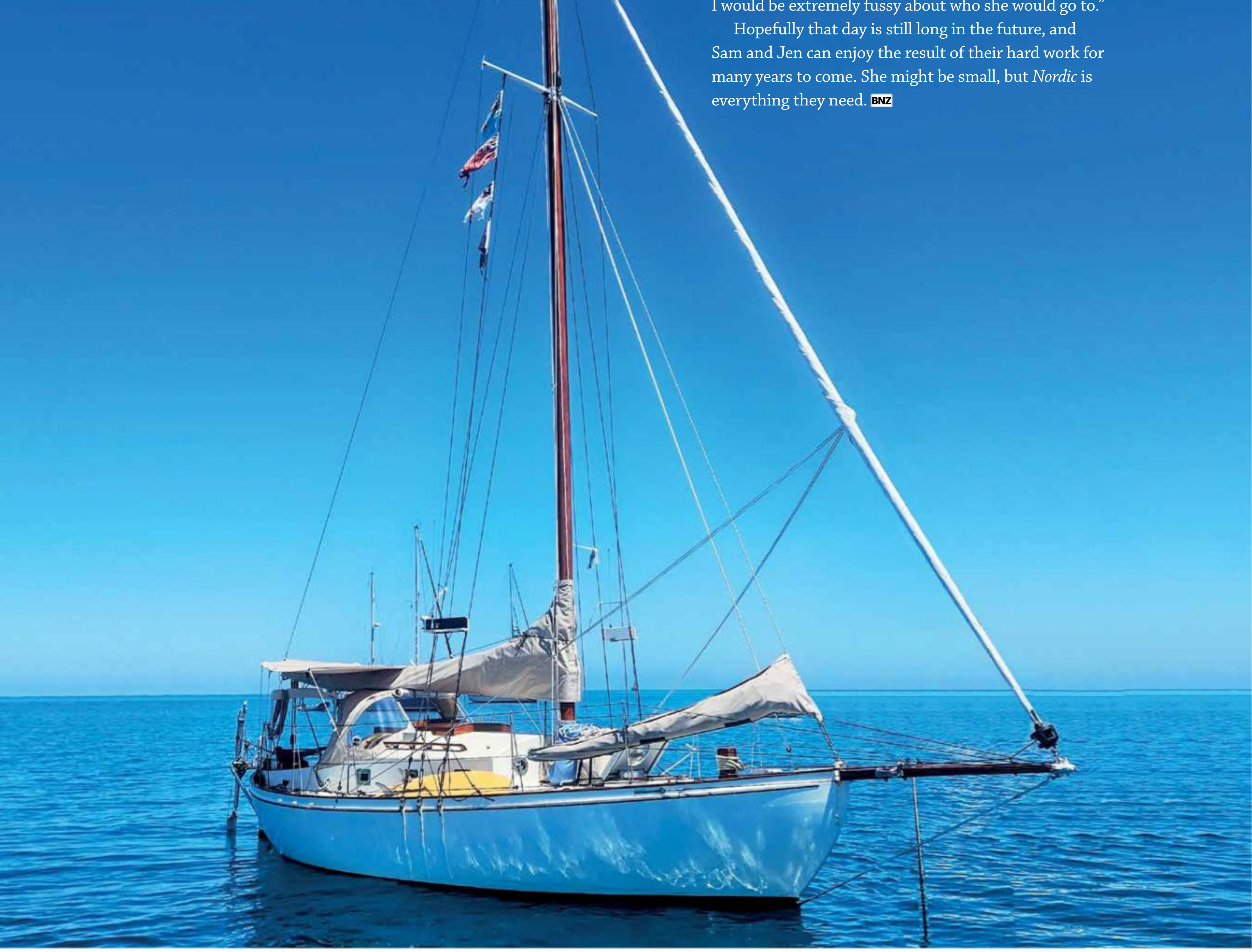
All the deck gear – traditional wooden cleats and turning blocks, not a clutch or winch in sight – have been made by Sam or revarnished, as has the cap rail which runs right around the deck. Originally made of kauri, Sam has replaced it with teak: "That was a steep learning curve, we had to learn how to steam-bend on the double as the boat was due out of the shed and teak doesn't like to bend very much when dry!" Sam says. "There was plenty of help from the Weiti locals when it came time to bend the timber on to the jig or coming up with ideas, with several iterations of steam box being tried before settling on the final method."

The original spars now have Dyneema standing rigging for strength and longevity ("We've gone a bit mad with the rigging," Sam admits), "she's got to be one of the only classics around running tweakers for the jib and staysail sheets, a little on the modern side but very practical." The sail plan and sails are new, although the original outline of a gaff main with topsail has been adhered to (with the addition of a modern gennaker to fly off the bowsprit and a battened main). In a twist of coincidence, Sam was recommended to track down a traditional sailmaker in the Coromandel, who turned out to be the father of his friend Julian who has helped to work on the boat throughout the project, as well as helping deliver *Nordic* to Fiji.

In order to head offshore, *Nordic* needed to get Category 1 certification, which mostly involved the addition of navigational and safety gear, such as the AIS system and a lightweight four-man liferaft which sits on the port bunk. Because the yacht is officially considered a classic, Sam also had to apply to the

ABOVE Inspecting the keel in blue tropical waters and; Sam at the helm during the passage to Fiji.

BELOW *Nordic* anchored peacefully in a Fijian lagoon.



Ministry of Culture and Heritage to get special permission to temporarily 'export' her to the islands, and promise to bring her back!

With most of the restoration complete – although, as every boat owner knows, there is always work to be done – what's the plan now? "We're going cruising – or going voyaging. Cruising implies a level of financial certainty," Sam jokes. So far, they have cruised the west coast of Fiji up to the Yasawas before spending time around the Mamanucas in search of the perfect waves which are dotted around the place.

The couple planned to be away in the islands until around November, then bring the boat back to New Zealand for the summer before heading back to the tropics again next year.

"We plan to have a crack at it every winter for the next few years. We might do Tonga in 2025 and wander through the islands heading west," Sam says. "We have had to put so much money and time into the boat, we would like to be able to do it again a few more times.

"I couldn't bring myself to sell her – one day maybe, but I'm so attached to her it would be very hard, and I would be extremely fussy about who she would go to."

Hopefully that day is still long in the future, and Sam and Jen can enjoy the result of their hard work for many years to come. She might be small, but *Nordic* is everything they need.

SHARE DELIGHT

REFLECTIONS

with JOHN MACFARLANE

THE FARR 1020 STORY

Farr reaching success

One of the most successful one-design keelers in New Zealand has been the Farr 1020. Designed by Bruce Farr and his team in 1981 and built by Sea Nymph Boats, this is the Farr 1020 story.

The Farr 1020's roots date back to 1975, when Kim McDell and Peter Gribble bought Sea Nymph Boats from Doug Bremner. With generous vendor terms from Bremner, and the addition of silent partner Roger Scherer, the trio bought Sea Nymph Boats in May 1975.

"From running the company for Bremner to owning it was one of the happiest days of my life," recalls McDell.

Then, Sea Nymph was the predominant powerboat manufacturer in New Zealand, with a solid network of dealers throughout the country. McDell and Gribble wanted to add trailer yachts to the Sea Nymph line.

McDell's outstanding experience with Bruce Farr, who designed their 1974 World Championship 18-foot skiff *Travelodge NZ*, made Farr the logical choice to design their new range of trailer yachts.

Thanks to its strict one-design, high quality, roomy interior, and excellent performance, the Farr 6000 became an overnight success. Subsequently, three other models, the Farr 5000, 7500, and 740 Sport, were added to the range.

Sea Nymph would eventually build 727 Farr trailer yachts, including many for the Australian market. In May 1979, the

LEFT Mike and Cheryl Lanigan's Farr 1020 *Share Delight* in cruise mode.

LEFT Cameron Thorpe aboard his well raced 1020, *Hard Labour.* Between Thorpe and previous owner Steve Barton, *Hard Labour* has won 10 National Championships, 16 Short Handed Championships and a division win in the 2005 Around the North Island race.

BELOW The Farr 1020 *Rainbow IV*.

National Party's implementation of a 20% boat tax decimated New Zealand boatbuilding overnight. While many boatbuilders shut their doors, Sea Nymph survived thanks to its export sales.

When the market began picking up in 1981, McDell, Gribble, and then factory manager Bill Howlett, started plans to add a one-design 10m cruiser/racer keelboat to the range.

Sticking to the same successful formula, the Farr 1020 was designed as a top-quality, strict one-design class yacht with several features designed to speed construction, minimise weight, and improve strength.

In addition to the factory-finished version, the 1020 was available as a hull and deck package for home finishing to ensure one-design status.

This was made possible by a comprehensive internal structural grid incorporating mast steps and keel floors bonded into the hull. This grid ensured the bulkheads, bunks, galley, tanks, and engine mounts were accurately positioned for a professional result. Additionally, key components such as masts, keels, and rudders had to be purchased from Sea Nymph. This approach allowed boat numbers to grow quickly and reach the critical mass for a strong class.

Despite the boat tax, the Farr 1020 still sold well here.

FARR 1020 OWNERS COMMENTS

CAMERON THORPE

One of the most successful Farr 1020s on the race track has been *Hard Labour*, initially campaigned by Steve Barton after he bought her in 1992. Cameron Thorpe began crewing for Barton on his previous boat in 1991 and has since taken over the yacht.

Under Barton's stewardship, *Hard Labour* has won the Farr 1020 Nationals ten times, five with Thorpe helming. Together, the pair have campaigned *Hard Labour* to many Short-Handed Championships, with the yacht now holding 16 titles. They also sailed *Hard Labour* in the 2005 RNI race, winning Division 4 on line and handicap, plus IMS winner overall.

"What I like about the 1020 is that it's probably the fairest one-design yacht available. You could take any 1020, sand the bottom, get a good crew and decent sails, then go out and win the Nationals. It's a really good all-rounder," said Thorpe.

Given her hard-racing life, *Hard Labour* presents exceptionally well externally and internally, which is no accident. "Just because you race it doesn't mean you have to abuse it."

The pair re-engineered *Hard Labour* a decade ago by swapping out the original Volvo 2002 for a Volvo D1-20. The latter produces the same horsepower but is smoother due to its extra cylinder.

Hard Labour spends the winter in race mode, stripped of cruising gear for the Nationals and SSANZ series, after which the gear is returned for summer cruising.

LARRY PAUL

While the Farr 1020 initially made its name in one-design keelboat racing, it is equally at-home cruising. In conjunction with various co-owners, Larry Paul has owned the Farr 1020 *Spellbinder* for over 20 years.

"She's an ideal size for us; not too big, not too small, and easy to sail single-handed if I want to."

Paul appreciates the Farr's ability to cover the ground regardless of the conditions; whether sailing or motoring, *Spellbinder* can comfortably maintain six-plus knots.

As Chairman of the Classic Yacht Charitable Trust, Paul is responsible for maintaining a fleet of six elderly timber boats, the youngest of which was built in 1906, so he appreciates the Farr's virtually maintenance-free GRP construction.

When the original Volvo 2002 reached its use-by date, Paul installed a Yanmar 30, significantly improving motoring performance in adverse conditions. He's also replaced windows and hatches and installed a roller furler. Paul and his wife Fiona really appreciate Farr's open transom, easy helming, and comfortable, practical layout.

"It works well for two people."

Paul buys sails from upgrading racers, which means significant cost savings over purchasing new ones.

Paul's main tip for any aspiring Farr 1020 owner, echoed by several other owners, is that given the yacht's easily-driven hull, it's a case of taking sail off earlier rather than later. The yacht will be just as fast and much easier to handle.

MIKE AND SHERYL LANIGAN

Another happy pair of Farr owners are Mike and Sheryl Lanigan, who have owned the Farr 1020 *Share Delight* since 1996. One of the most used 1020s, *Share Delight*, has done it all: countless class and club races, National Championships, and thousands of miles of coastal cruising. The Lanigans also put *Share Delight* into MNZ certification and used her for a sailing school for many years.

Apart from an engine transplant and the modifications required for MNZ certification, *Share Delight* has needed little more than routine maintenance and standing rigging replacement.

Lanigan, a three-time past Chairman of the Association, is currently the class historian.

"The association keeps the class as a true one-design class. Right from the beginning, the rules have been very solid. We've only allowed a few minor changes in nearly forty years."

While the class's heyday in numbers was in the 1980s and 1990s, fleets of Farr 1020s are found in Half Moon Bay, Westhaven and Gulf Harbour. The last Nationals saw 12 boats competing, marking a mini-revival of the class in the Auckland region.

"The class racing is very good; sometimes, you'll cross the line with four or five boats overlapped."

Another advantage of the 1020 is that examples can be found in most yacht clubs nationwide.

"You will find Farr 1020s wherever you go, and its handicap is well-established, so you can race anywhere and be in the running."

ANDREW NEAME

Andrew Neame, the current Chair of the Farr 1020 Owners Association, is a more recent convert to the class, having bought *Diamonds* around three years ago.

"We looked at many yachts, but the 1020 stood out as the best all-round 10m cruiser/racer for our needs."

Neame has two partners in *Diamonds*, which lowers costs and ensures the yacht gets plenty of use.

According to Neame, the association is in great shape, with around 60 boats on its register. While most members are in this country, some reside in Australia, and a couple in the USA.

"We hold our AGM online these days, so any member, regardless of where they are, can participate."

Besides the Nationals, the association also holds regular social events like beach picnics.

JIM PASCO

Jim Pasco is one of the few, possibly even the only, original owner of a Farr 1020. In 1988, he bought a brand-new factory-finished Farr 1020 with two friends. Over time, the other two owners moved on to other boats, and Pasco became the sole owner in 2007.

Over the years, *Acushla (*Irish for darling), has been extensively used for racing and cruising. In the early days, the Pasco family – Jim, his wife, and their three sons – spent many weeks per year cruising. These days, Pasco races *Acushla* every two weeks, in the summer series with the Waikato Yacht Squadron and the winter series with the Pine Harbour Cruising Club.

"The Farr 1020 is the last of the genuine cruiser/racers, and she can cope with anything you're likely to encounter in coastal New Zealand waters," he said.

Considering her hard use, *Acushla* still presents well. While many upgrades have been made over the years, the gelcoat is original, and there has been no osmosis.

Following a mast breakage, Pasco replaced the entire rig in 2015 and, at the same time, swapped the original Bukh 20hp for a new 27hp Volvo. The new Volvo engine is lighter, smaller and smoother than the hefty Bukh.

Pasco has also installed a roller-furler to aid singlehanded sailing.

Pasco's wife passed away just over a year ago. However, the spritely 84-year-old has no intention of swallowing the anchor anytime soon.

"I'll keep sailing *Acushla* as long as I can," he chuckled.

However, orders went through the roof when the 1984 Labour Government dropped the boat tax in favour of a comprehensive across-the-board GST tax.

The Farr 1020 was exported, and while it proved popular in Australia, conservative USA sailors struggled to accept its fractional rig and open transom. Sea Nymph eventually built 149 Farr 1020s, of which over 110 were sold here. Around half were finished by their owners.

Sea Nymph and McDell established the Farr 1020 Owners Association with strict rules to protect the yacht's one-design status.

The first Farr 1020 National Championship was held in 1986, and except for one year, when it was lost to COVID, it has been held every year since. To race in the Nationals, all sails must be measured.

The Farr 1020 is a true sailor's yacht, providing excellent performance in nearly all conditions. While its best point of sail is upwind, it can still reach 16 knots under spinnaker in a good breeze. Close reaching under spinnaker can load the helm, but attention to trim minimises this.

A genuine cruiser/racer, a Farr 1020 hull is so easily driven that cruising at six knots or more can be maintained even under reduced sail. The strict one-design rules ensure close racing, and, given a clean bottom, good sails and a good crew, any boat on any day can win races.

A Farr 1020 still provides excellent cruising. While its interior isn't quite as spacious as some modern, imported yachts, it's a perfect size for a couple.

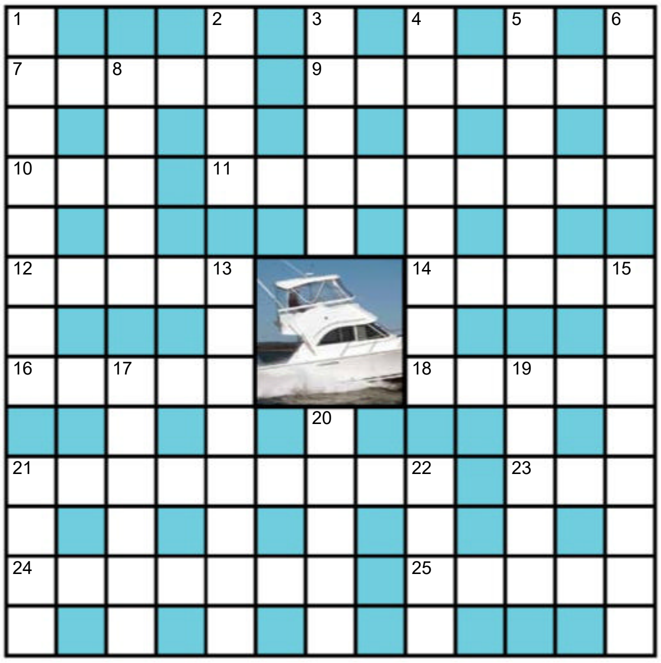
The Farr 1020 fleet is around 40 years old, and the boats have aged surprisingly well. Temperature and humidity controls and strict layup specifications have made osmosis relatively rare.

BELOW Farr 1020 *Rainbow IV* punching through the typical inner harbour slop.

crossword

BY PAM HUTTON

Puzzle no.326



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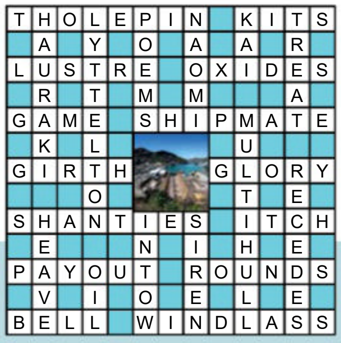
Across

7. NZ-designed anchor produced since 2004 (5)
9. _____ ray – electric ray found in NZ waters (7)
10. Man-of-___ – historical armed sailing ship (3)
11. Part of boat shown in photo (9)
12. This is Boating New Zealand's January one (5)
14. Fastens boat at dock (5)
16. Turn to face wind despite efforts of person at helm (5)
18. Slop and splash about like water in bottom of dinghy (5)
21. Marine animal of warm seas often seen swimming close to sharks (5,4)
23. Ketch has this many masts (3)
24. Flat-bottomed boat or floating structure that serves as dock (7)
25. Length of anchor cable extended when vessel rides at anchor (5)

Down

1. Bottom _____ – using towed nets to catch fish on or near seabed (8)
2. ____ hitch – type of nautical knot (4)
3. Wires or ropes used to brace masts (5)
4. Ancient Greek or Roman galleys with three tiers of oars (8)
5. Canadian brand of personal watercraft (3-3)
6. Small sheltered bay (4)
8. Nautical lanyards or lines (5)
13. NZ-designed radio-controlled model yacht (8)
15. Fore- and aft-rigged vessel with several masts (8)
17. Away from sea and coastline (6)
19. Beat your rivals in boat race (5)
20. _____ on – starts contract on superyacht, eg (5)
21. ____ down – blow whistle for silence on decks and dismissal (4)
22. ____ and staple – type of marine hardware catch (4)

Puzzle no.325



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Mystery photo: Lyttelton

THIS PAGE RIGHT & BELOW Farr 1020s racing in the Buckland's Beach Yacht Club Winter Series, July 2024.

One known weakness was the port chainplate on the home-finished examples, which has been rectified. The odd case of the interior grid separating from the hull following a heavy grounding has occurred, and hard-raced examples often exhibit bumps, bruises and gelcoat chips.

Small cracks can be found in the early model masts where the forestay attaches, particularly in well-raced examples, but these are relatively easily fixed. Leaking windows and hatches are always possible with any yacht this age, as is water damage to the interior plywood panels if these items are neglected too long.

The exterior gelcoats are often faded, and whether a potential yacht requires a repaint should be factored into the finances.

Original engines should be viewed with suspicion until proven otherwise. If an engine replacement is necessary, the Volvo 20hp is adequate; however, some owners find a larger 30hp engine better for cruising. A competent surveyor should identify any issues fairly quickly.

Combining Sea Nymph's impeccable construction techniques with Bruce Farr's magic, and a strong emphasis on one-design, the result is something truly special – the Farr 1020. BNZ

PHOTOS COURTESY OF Mike Lanigan, John Macfarlane and Roger Mills.

BOATINGNZ.CO.NZ

Farr 1020 specifications

loa 10.2m

lwl 8.66m

boa 3.19m

draft 1.75m

displacement 3,709kg

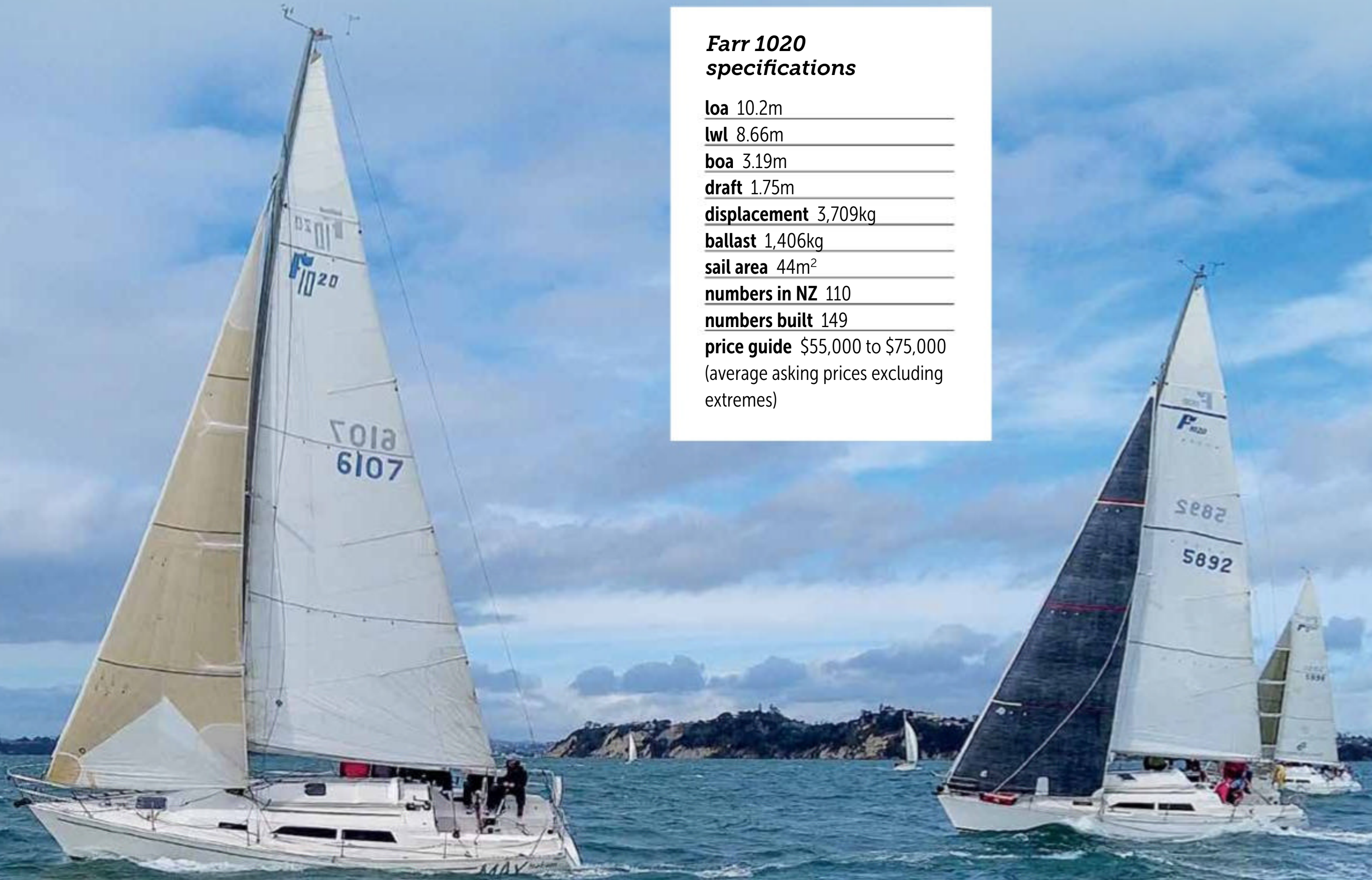
ballast 1,406kg

sail area 44m^2

numbers in NZ 110

numbers built 149

price guide $55,000 to $75,000 (average asking prices excluding extremes)



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WORDS BY **DR HAMISH ROSS**
PHOTOGRAPHY BY **ROGER MILLS**

BELOW Classic yachts like those pictured below and opposite are certainly captured by the Act, but so are many launches.

Classic yachts (and launches) as 'Protected New Zealand Objects'

Formed in the mid-1990s, The Classic Yacht Association was at the forefront of protecting classic yachts from unlawful export from New Zealand. New Zealand's fleet of classic yachts represents its sporting maritime history, aided by some key repatriations by the late John Street and others.

Originally, the then Antiques Act 1975 protected any notable object more than about 75 years old, which made it easy to identify our fleet and protect it. Now, after the Act was revised in 2006 – known as the 'Protected Objects Act 1975' – that protection is arguably somewhat reduced with less certainty.

WHAT YACHTS (AND LAUNCHES) ARE CAUGHT?

Now any 'vessel' is potentially covered by the Act and protected from export without official approval if it is (a) at least 50 years old **and** (b) "not represented by at least two comparable examples permanently held in New Zealand public collections" **and** (c) "is of importance to New Zealand, or to a part of New Zealand, for aesthetic, archaeological, architectural, artistic, cultural, historical, literary, scientific, social, spiritual, technological, or traditional reasons."

There is now a starting qualifying date of 50 years old, which takes us to 1974. It does not mean all 50-year-old vessels are protected objects, only those that tick (b) and (c) above as well.

Few vessels are held in public museum collections, but it may be that charitable trusts, some of which own historical yachts, are 'public' by being charitable, so qualify as a 'public collection'. This could, unintentionally, open the door to some undesirable classic yacht exports.

There is no hard and fast rule, making it difficult to advise owners. And to further concentrate the mind, there are penalties of up to $100,000 and five years imprisonment. Reason enough to tread cautiously!

IS MY YACHT (LAUNCH) CAUGHT?

Each vessel will need to be considered on its merits and there will be differing views depending on who is consulted. The Ministry of Culture and Heritage polices the Act. Its Chief Executive is required to consult two recognised experts in the relevant field when an application for export is received.

An expert examiner must recommend not to allow export

"if the protected New Zealand object is of such significance to New Zealand or part of New Zealand that its export from New Zealand would substantially diminish New Zealand's cultural heritage."

WHAT IS THE TEST?

If your yacht (or launch) is substantially authentic, New Zealand-made or made with New Zealand materials (this is not limited to wooden vessels), has been used by New Zealanders, or related to New Zealand, deemed significant to New Zealand's sporting or maritime history and considered New Zealand would be poorer if it were exported, it may be caught by the Act.

Opinions will differ, but notable yachts such as, say, *Ranger, Ariki, Rainbow* and *Rainbow II* are likely tick the boxes and be 'protected objects' as per the Act. At the other end of the scale, a say, stock-standard 50-year-old Stewart 34, Townson 34 or Farr with no special unique national history, is unlikely to be caught.

This leaves a lot of vessels sitting in an uncertain 'no-man's land'. If there is any doubt, play safe and assume the vessel is a protected object requiring an export consent.

CAN I PROTECT MY NOTABLE VESSEL FROM FUTURE EXPORT?

Yes, you can register a yacht under the Act, if you are the owner and if the yacht is "of such significance to New Zealand or part of New Zealand that its export from New Zealand would substantially diminish New Zealand's cultural heritage."

The Chief Executive has a discretion whether to include the vessel in the Register or not, but they must still keep a record of vessels declined for registration. BNZ

THE CHIEF EXECUTIVE MAY NOT ALLOW EXPORT IF THE YACHT IS:

1. A protected New Zealand object; **and**
2. Substantially physically authentic **and**—
(a) made or naturally occurring in New Zealand; or
(b) made with New Zealand materials; or
(c) used by New Zealanders; or
(d) related to New Zealand; **and** is—
(i) associated with, or representative of, activities, events, ideas, movements, objects, persons, or places of importance to New Zealand; **or**
(ii) important to New Zealand for its technical accomplishment or design, artistic excellence, or symbolic, commemorative, or research value; **or**
(iii) part of a wider historical, scientific, or cultural collection or assemblage of importance to New Zealand; **and**
3. is of such significance to New Zealand or part of New Zealand that its export from New Zealand would substantially diminish New Zealand's cultural heritage.

The Chief Executive can permit temporary export on a condition that it is returned to New Zealand.

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GYBE-O
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Pick your plan. Uhhh, plans...

I love this stuff, thought Hiram 'Hy' Tekk. Here I am, at *Quicksmart*'s nav station in a marina in the middle of Civilization, and with a few taps I can WhatsApp a bluewater cruiser in Paradise. It's magic! Thank you, phone, for connecting me directly to the source. The experts.

A friend had given Tekk the handle of Kit and Cat, a longtime cruising couple on Committed, an older catamaran that, as ever, was anchored in the tropics. He enjoyed his chats with Kit and Cat. So informative.

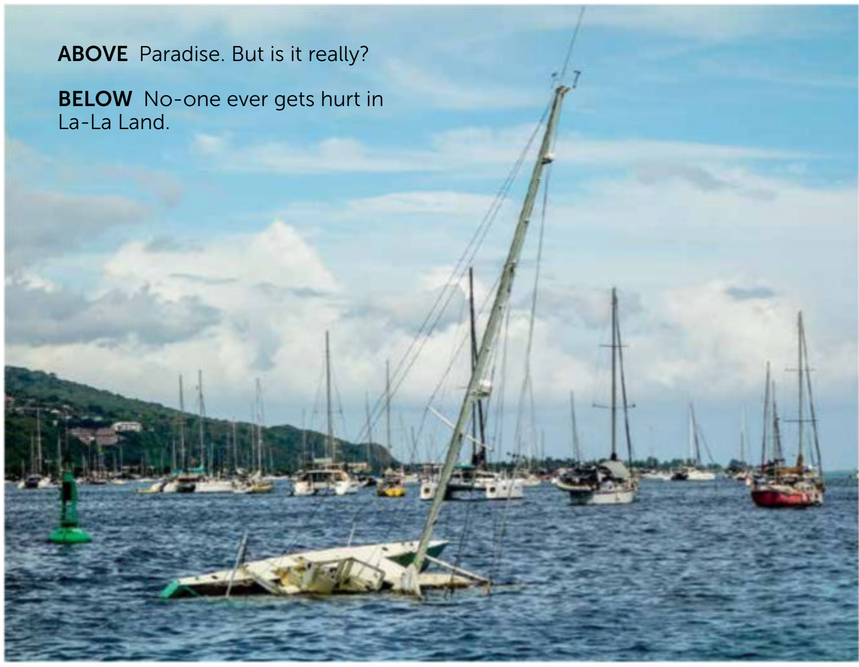
"What's the news up there?" Tekk typed, and tapped the Send icon. Ten minutes later, a reply popped into his phone.

***s/v Committed*:** Kit here. Same old, same old. Squally this week. Coupla boats dragged, one bounced on the reef. They don't get it: never pick up a mooring around here. No matter what the grapevine or a cruising guide tells you.

tekk@quicksmart: Sounds scary. Anyone hurt?

***s/v Committed*:** Cat here. Nah. No one ever gets hurt in La-La Land. You know that. It's Paradise.

tekk@quicksmart: I have a few questions. Do you have a second? Tekk typed. Without waiting for a reply, he pecked out, "How do you do bluewater cruising? How much does it cost? How long do you have to go for? How do you know when you are ready?"



ABOVE Paradise. But is it really?

BELOW No-one ever gets hurt in La-La Land.

“Cat here. We’ve been on the Gone Plan for over 15 years, if you couldn’t tell.”

ABOVE Full time cruising demands comittment. Photo: Christian Feldbauer.

Twenty minutes passed. Another squall? Tekk pictured the couple up on their cat’s bows, fending off dragging cruisers. Or maybe they were busy rolling their eyeballs.

s/v *Committed*: Cat here. Going cruising? What’s your plan, Tekk? Circle Plan, Family Plan, Gone Plan, Holiday Plan, or Rally Plan?

tekk@quicksmart: Uhhh. ?????

s/v *Committed*: Cat here. The thing with cruising plans is that they change. Whichever plan you choose will stretch, shrink, speed up, slow down, break into pieces, or morph into another plan. The legendary Circle Plan – to circle the globe – usually includes elements of other plans.

s/v *Committed*: Kit here. The Circle demands commitment, once you reach the point of no return. Usually that point comes when you find yourself at the bottom of thousands of miles of trade winds. Then you are committed to the Circle – and however long it takes to close the Circle.”

s/v *Committed*: Cat here. Even though we don’t have kids, our favorite is the Family Plan, because children love cruising! Swinging on halyards, snorkelling with amazing fish, standing watch, what a great life! We love watching a boat full of kids.

s/v *Committed*: Kit here. Parents like the Family Plan, too. They know their children will treasure the experience the rest of their lives. Though teaching school is an added load on the parents. And once puberty kicks in, kids get antsy. They’d rather spend less time with Mum and Dad and more time with their peers. Social media both keeps them connected and makes them feel disconnected. There’s a right age for kids to go cruising. I guess that depends on the kids. And the parents.

tekk@quicksmart: Which plan are you two on?

s/v *Committed*: Cat here. We’ve been on the Gone Plan for over 15 years, if you couldn’t tell. No plans to return from whence we came. We move around, sometimes with the seasons, sometimes when we get annoyed, but we are Gone. We have dreamed up workarounds to deal with the authorities and extended family, and we find work, paid or volunteer, to pay the bills and stay busy. It’s a low-cost way to live a simple, nature-rich life.

s/v *Committed*: Kit here. Tekk, I’m guessing the Holiday Plan, the newest plan out here, is right for you. If ocean passages don’t appeal to you and your family, and if you can arrange a sabbatical or long vacations, the Holiday Plan will get you cruising. You can pay a captain to deliver your boat to and from. Then you fly in, do your thing, and fly out. Maybe you will store the boat in Paradise – hauled out, or at the dock in a safe harbour. The Holiday Plan is expensive, but I’m guessing you can fund both your mortgage and the Holiday Plan. It’s like an extended charter, but with your own boat, your own timeline.

s/v *Committed*: Cat here. Lots of cruisers opt for the Rally Plan. Rallies vary a lot, of course. Most focus on passage planning, weather, and navigating officialdom while introducing you to a cast of like-minded cruisers – your rally mates. A good rally will also alert you to safety issues.

s/v *Committed*: Kit here. Some folks join rallies because they see safety in numbers. You kind of get some of that in some ways, but you still need to be self-sufficient. If you get into a jam, you need to be able to get yourself out it.

tekk@quicksmart: Thanks for all the info. My son, Tommy, would love to go cruising. But Joan rides her horse three days a week. And I like my job. I just don’t think we are ready.

Five minutes passed. Nothing.

s/v *Committed*: Cat here. No problem! You are on the plan that most people are on.

tekk@quicksmart: ???

s/v *Committed*: Kit here. The Cold Feet Plan. BNZ

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2011 | EKMAN 75 $2,800,000 NZD

PRICE REDUCTION

2008 | SWIFT TRAWLER 42 $549,000 NZD

2008 | JOHNSON 75 $2,950,000 NZD

2021 | MARITIMO M51 $2,395,000 NZD

2006 | RIVIERA 37 $299,000 NZD

2009 | MARITIMO 500 OFFSHORE $1,450,000 NZD

LAGOON BENETEAU XCS Excess Maritimo

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2018 | HALLERG RASSY 48 $995,000 USD

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BAVARIA VIRTESS 420 – 2022. *W* has only 30 hours on her twin 380hp Volvo diesels. The Virtess 420 has been one of Bavaria Yachts most successful models due to the innovative design. She has three private cabins, two heads, twin helm stations and the cockpit with the movable furniture to accomodate fishing or diving. Comfortable, sea kindly and stylish. A unique opportunity to purchase a high quality as-new vessel. Yes only 30 hours! **Asking $945,000.**

VIEW SALES BERTH

BAVARIA E40 FLYBRIDGE 13.6M – 2018. Semi Displacement launch powered by 300hp Volvo with low hours. Cruises at a comfortable and economical 11 knots. Superbly equipped with bow and stern thrusters, genset, water maker etc. Spacious two cabin, two head layout. **Asking $770,000.**

SOLE AGENCY

BAVARIA CRUISER 37 – 2016. Farr Design, well presented 2 cabin layout, low hours on 30hp Volvo diesel. Ready for your summer. **Asking $269,000.**

SOLE AGENCY

BAVARIA 38 CRUISER – 2003. NZ new and beautifully presented, this Bavaria 38 features a 3 cabin layout, electric winches, custom radar arch with solar and davits, a 55hp diesel and an interior that presents as-new. One of the best. **Asking $175,000.**

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ROGER HILL BLACK CAT 8.9M – 2008. Designed and built tough for NZ conditions. Twin 150hp Cummins giving easy 22knt cruise and 30knt plus. Lovely presentation with double and 2 singles, toilet and shower, large cockpit. Capable vessel. View Westhaven sales berth. **Asking $189,000.**

VIEW SALES BERTH

BENETEAU ANTARES 13.8M – 2003. Fabulous three-cabin GRP family gulf cruiser powered by twin low-hour TAMD75EDC Volvo 480hp diesels on shafts. Great layout with island dbl and ensuite, 2nd double cabin and twin single with day head and shower. **Asking $395,000.**

SOLE AGENCY

SALTHOUSE SOVEREIGN 16M – 2004. Wide body GRP Salthouse design and build. Powered by twin Volvo 480hp diesels. Luxury high quality teak interior with three staterooms. Set up for game fishing. **Asking $850,000.**

SOLE AGENCY

LIDGARD 40 PILOTHOUSE – 1988. Custom-built 3-skin Lidgard 40 Pilothouse in beautiful condition. Two-year no-expense-spared upgrade inc: new engine, sails, rigging, elec's & electronics, new squabs and canvas, windows and hatches plus so much more... Full walk-thru, three cabins. A quality yacht ideal for coastal or offshore. **$215,000.**

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VINDEX 375 – 1987. Always popular, this is a well-proven prof-built DD kauri glassed Vindex ideal for relaxed family gulf cruising. Volvo TAMD60 260hp on shaft (13 to 16 knts), twin stations, roomy two-cabin layout. **Asking $125,000.**

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WOOLLEY 14M – 1980. Classic Owen Woolley sea kindly design, offering one of the most user friendly layouts. She boasts a great galley which is the envy of any yacht chef, Powered by a single 350hp Caterpillar diesel, she offers economical 10 knot cruising with a max 17 knots. **Asking $245,000.**

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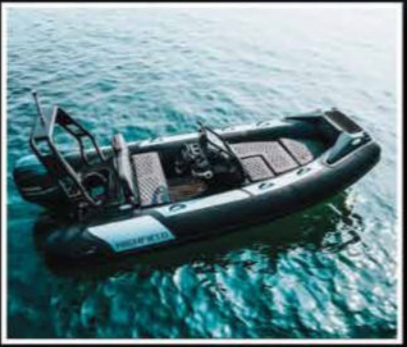

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Sole Agency

Vindex 375 Hardtop – 1995, Twin 230hp Volvo cruises at 22 knots. Well kitted out and presents well.

$165,000 **Stephen Baillie 021 481 500**

New Listing

Formula 45 Express – 2002, Classic Kiwi Sedan. Fresh antifoul, twin diesel shaft drive, bow & stern thrusters, autopilot etc.

$395,000 **Stephen Baillie 021 481 500**

Reduced Price

Ron Given 14.8m Cat – 1990, Glass over Cedar Plank Hulls. 2 Doubles + 2 Singles + 2 heads. Spacious Saloon open to port hull Galley.

$385,000 **Brent Rubbo 021 945 152**

Sole Agency

Genesis 360 Targa – 2004, Twin Volvo 170hp's (Rebuilt 2022). Bow Thruster, Raymarine Axiom Chartplotter, Auto Pilot, Solar.

$269,000 **Stephen Baillie 021 481 500**

Sole Agency

Dufour 385 Grand Large – 2005 Volvo 40hp with Sail Drive, 3 Cabin 2 Head layout with Linear Galley. Twin Helm, Single Rudder.

$189,000 **Stephen Baillie 021 481 500**

Reduced Price

Dehler 37 CR – 1998, Well maintained and equipped European cruiser. 2 x double cabins. New Vectron main sail and jib in 2020.

$134,000 **Brent Rubbo 021 945 152**

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Drew 021 288 7555

$1,290,000

DON WEBB 56 FLY

Jason 021 929 592

$599,000

2003 GENESIS 400 TARGA

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$375,000

2015 AZIMUT 34

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Jason 021 929 592 $1,995,000

JEANNEAU MERRY FISHER 1095

Jason 021 929 592 $595,000

JEANNEAU SUN ODYSSEY 42DS

Scott 021 799 794 $285,000

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Josh 021 199 9393 $220,000

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2014 Hanse 575 "Odyssey" **NZD $845,000**
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2016 Neel 45 "Tribalance" **EUR €360,000**
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2010 Leopard 38 "Venture Xpress" **NZD $525,000**
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1998 Custom Given 1500 "Crystal Harmony" **NZD $980,000**
Rafael Dias: +64 27 5843355 Lying: Sulphur Point, New Zealand

1996 Privilege 65 "Lolalita" **USD $745,000**
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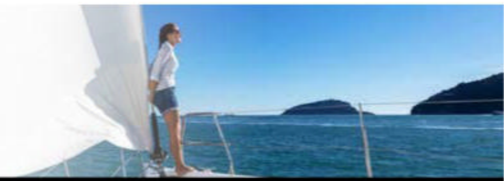

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- Two cabin layout
- Overall Length: 10.99m

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- Length overall: 13.2m
- Beam: 4.00m
- Interior Layout: Galley-Down
- Cabins: 2
- Bathrooms: 2
- Engines: Twin Yanmar 370hp V8
- CE Category A (Ocean) Rating

Arriving December ‘24

Sasga Menorquin 55FB

Brand new and available this Summer.

- Twin Volvo Penta D6-480
- Galley-Aft Layout
- Full-beam Master Cabin
- 3 cabins / 3 bathrooms
- Length overall: 17.15m
- Beam: 5.00m
- Cruising Speed: 16 Knots
- CE Category A (Ocean) Rating

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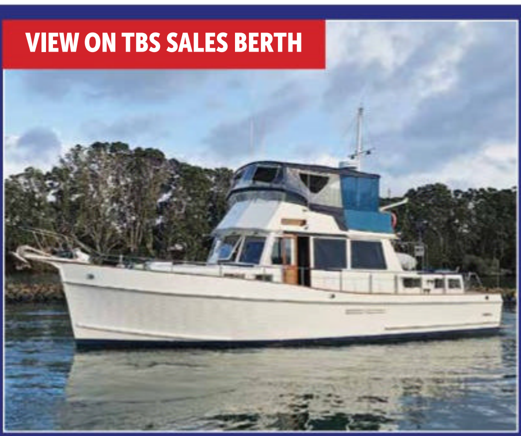
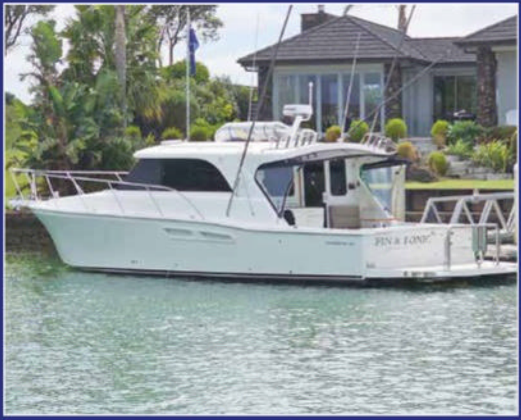


GRAND BANKS 46 CLASSIC (1990) ASKING $449,000

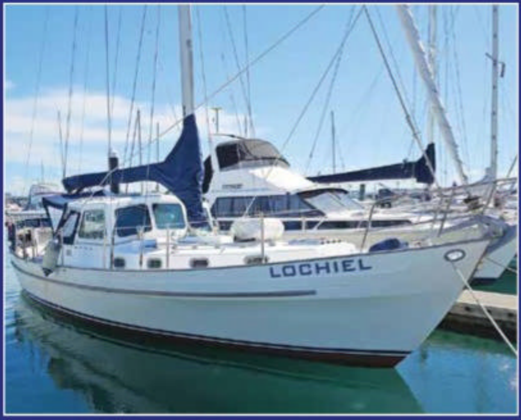
- Powered by twin 375hp Caterpillar 3208 turbo engines on shafts, run about 6125 hours, cruise 9 knots using about 18L combined p/hour, Westerbeke genset, Bow & stern thrusters, Naiad stabilizers, Air con, Crane & tender, 16m (loa), 4.5m beam, 1.33m draft, about 20 tonne laden. *"Here is a fantastic original example of the hard to come by GB 46 classic".*



CARIBBEAN 420 EXPRESS (2020) ASKING $1,285,000

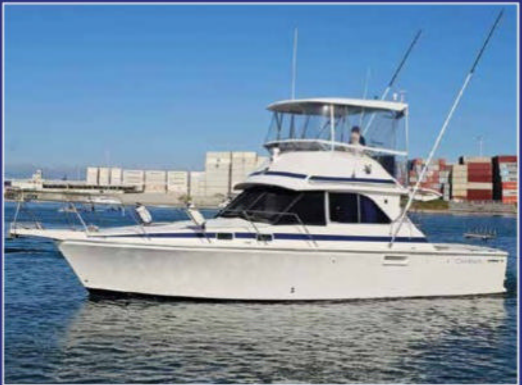
- Powered by twin 500hp QSC Cummins on shafts run about 1330 hours, 9.5 kva Onan, Bow & stern thrusters, 2000L fuel 650L fresh water, 14.2m (loa) 4.30m beam, 111 sq feet cockpit area, Air con, Simrad electronics.

"Beat the lengthy new boat delivery this C420 is still like new loaded with premium gear way below new cost".



SALAH 40 YACHT (1983) ASKING $150,000

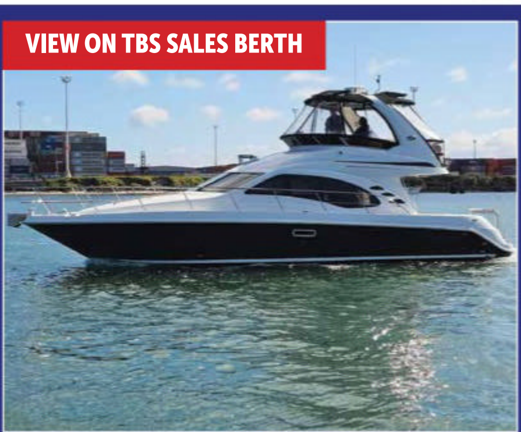
- 12.04m (LOA), 3.35m beam, 1.6m draft, about 10.4 tonne GRP hull construction, built by Salthouse, designed by Laurent Giles. All rigging surveyed about November 24, extensive wardrobe of sails. 70hp Ford, 680L fuel, 454L fresh water, 2 cabin layout. *"Here is a quality sea going yacht well maintained".*



CARIBBEAN 35 FLYBRIDGE CRUISER (1994) ASKING $295,000

- Powered by twin 320hp 3208 Cats run about 2765 hours, 7kva Onan genset, 12m (loa) 4.03m beam, weighing about 10 tonne. 1350L fuel, 405L fresh water, 100 sq feet of cockpit area. Twin cabin layout and duel helm stations.

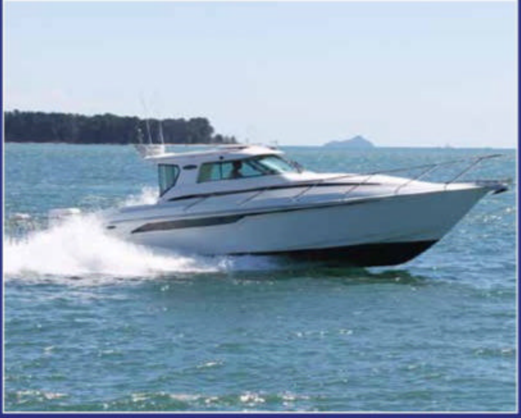
"Here is a great original example of the very sought after Caribbean 35 MkII".



SEARAY 44 SEDAN BRIDGE (2006) ASKING $499,000

- Powered by twin 500hp QSC Cummins on shafts run about 1400 hours, 7 kva Onan, Bow thruster, 1324L fuel, 454L fresh water, 13.84m (loa) 4.27m beam, 2 cabin 2 bathroom layout, Air con, washing machine, central vac, Garmin electronics.

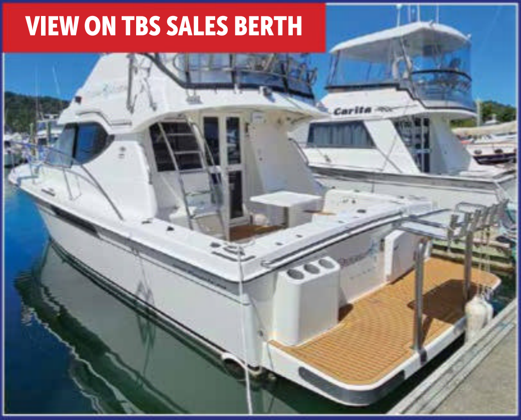
"Stunning boat in fantastic condition. Value here".



RAYGLASS 4000 (2006) ASKING $248,000

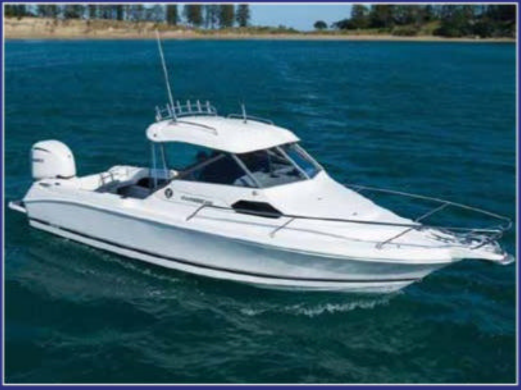
- Powered by twin QSD 320hp diesels on sterndrives run about 1150 hours, 12.7m (loa) 3.45m beam, 1000L fuel, 500L fresh water, great accommodation and interior, spacious bathroom with good sized cockpit, Raymarine electronics, galley inc hob and fridge.

"Very original Rayglass 4000, great value – Very popular NZ boat".



OLIVER ROYALE 370 (2006) ASKING $398,000

- Powered by twin 330hp QSB Cummins on shafts run about 2300 hours, 8kva Onan genset, 1200L fuel, 380L water, twin cabins, 12.05m (loa) 4.15m beam, about 11 tonne, game rigged inc tuna tubes, Simrad electronics. *"One of the last NZ built Oliver 370's well maintained and cared for".*



CARIBBEAN 2300 (2024) ASKING $289,000

- Powered by F300 Yamaha outboard USB2, 425L fuel, 80L fresh water, 7.84m (loa) 2.50m beam, elec drum winch 150m chain/rope, Simrad elecs, Humphree trim tabs, Fusion stereo. Cockpit cover, lock up cabin, toilet, ss rod rack, premium trailer. *"Brand new stock boat ready to hand over prior to Christmas, don't miss this stunning C2300".*

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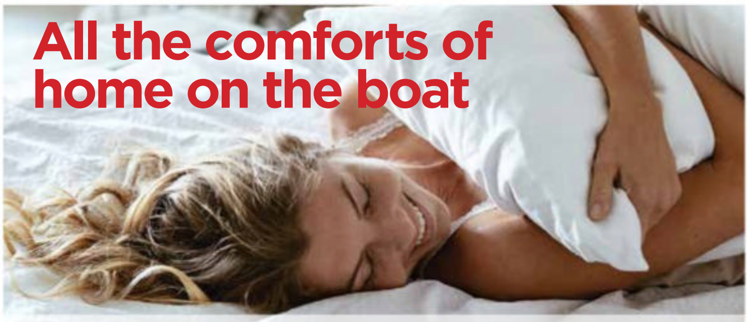

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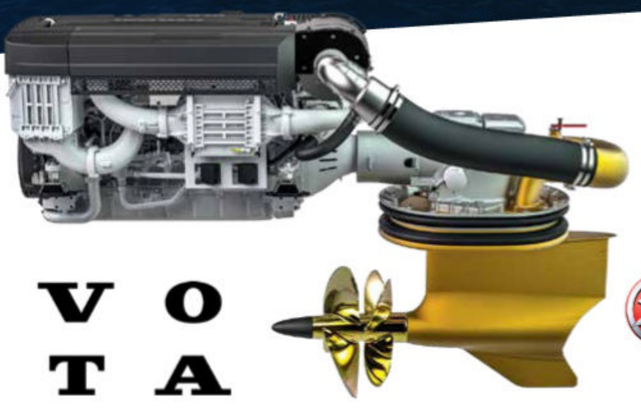

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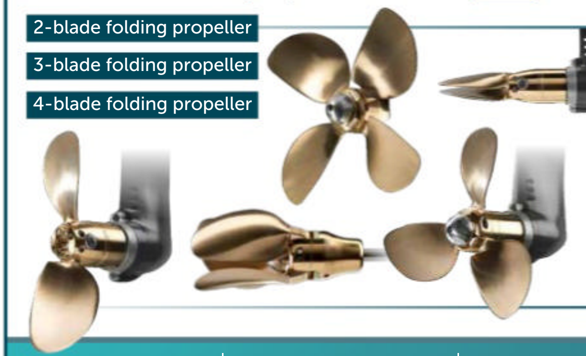

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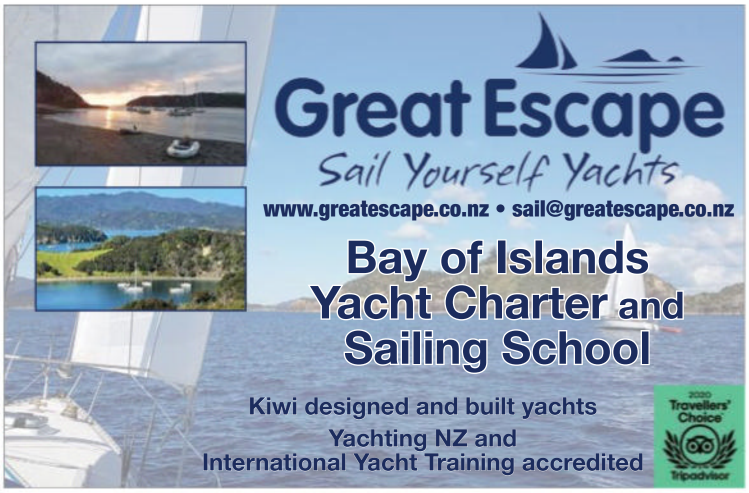

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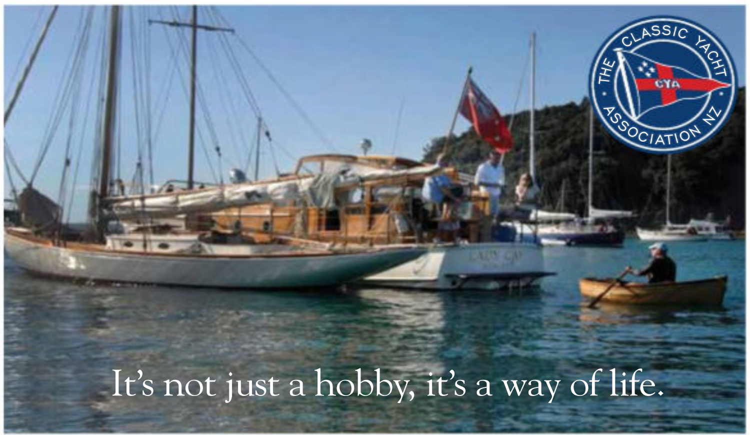

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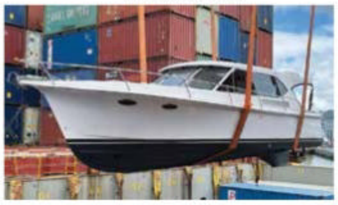

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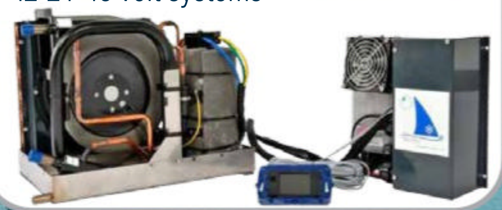

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